



Town of Arlington, MA Redevelopment Board

Agenda & Meeting Notice March 24, 2025

Per Board Rules and Regulations, public comments will be accepted during the public comment periods designated on the agenda. Written comments may be provided by email to cricker@town.arlington.ma.us by Monday, March 24, 2025, at 3:00 pm. The Board requests that correspondence that includes visual information should be provided by Monday, March 24, 2025, at 10:00 am. Please note that all times are estimates; individual agenda items may occur earlier or later than the time noted.

The Arlington Redevelopment Board will meet Monday, March 24, 2025 at 7:30 PM in the **Arlington Community Center, Main Hall, 27 Maple Street, Arlington, MA 02476**

1. Review Meeting Minutes

7:30 pm The Board will review and vote on meeting minutes from March 10, 2025.

2. Public Hearing: Docket #3838, 15 Ryder St (continued from February 24, 2025)

7:35 pm The public hearing is continued to allow the Board to review and approve the application under Section 3.3, Special Permits, and Section 3.4, Environmental Design Review.

3. Public Hearing: Docket #3348, 821-837 Massachusetts Ave (continued from March 10, 2025)

8:35 pm The public hearing is continued to allow the Board to review and approve modifications to the previously issued Special Permit under Section 3.3, Special Permits, and Section 3.4, Environmental Design Review.

4. Public Hearing: Warrant Articles for 2025 Annual Town Meeting

8:45 pm The Board will hear the proposed zoning amendments. The public hearing will include time both for public comment and for deliberation and discussion by the Board.

ARTICLE 32

ZONING BYLAW AMENDMENT / REZONE B1 PARCELS

To see if the Town will vote to amend Section 5.5 Business Districts, of the Zoning Bylaw, to rezone certain parcels in the B1 Neighborhood Office Business District to B2A Major Business District; or take any action related thereto.

ARTICLE 33

ZONING BYLAW AMENDMENT / ZONING MAP ADOPTION FOR B1 REZONING

To see if the Town will vote to adopt changes to the Zoning Map that would rezone certain parcels in the B1 Neighborhood Office Business District to B2A Major Business District; or take any action related thereto.

ARTICLE 34

ZONING BYLAW AMENDMENT / ADMINISTRATIVE CORRECTION

To see if the Town will vote to amend Section 4.2 of the Zoning Bylaw, to reflect changes to the Zoning Map adopted by previous Town Meeting action; or take any action related thereto.

ARTICLE 35

ZONING BYLAW AMENDMENT / ZONING MAP ADOPTION FOR ADMINISTRATIVE CORRECTION

To see if the Town will vote to adopt changes to the Zoning Map, as amended by previous Town Meeting action; or take any action related thereto.

ARTICLE 39

ZONING BYLAW AMENDMENT / AMENDING THE ZONING BYLAW TO ADD 17 PALMER STREET TO THE MBTA NEIGHBORHOOD DISTRICT

To see if the Town will vote to add the Address of 17 Palmer St., zoned R2 Residential Two-Family, to the Neighborhood Multi-Family (NMF) Housing Overlay District; or take any action related thereto.

ARTICLE 41

ZONING BYLAW AMENDMENT / AFFORDABLE HOUSING OVERLAY DISTRICT

To see if the Town will vote to amend its Zoning Bylaw to create an Affordable Housing Overlay District so that housing meeting certain requirements with respect to affordability may be constructed as of right (including, without limitation, amendments to Sections 2 and 5 of the Zoning Bylaw to adopt such Affordable Housing Overlay District and amendments to Sections 4.1.2 and 4.2 of the Zoning Bylaw to add reference to such Affordable Housing Overlay District}; or take any action related thereto.

ARTICLE 42

ZONING BYLAW AMENDMENT / AMENDMENT OF ZONING MAP TO INCLUDE AFFORDABLE HOUSING OVERLAY DISTRICT

To see if the Town will vote to amend its Zoning Map to include and reflect an Affordable Housing Overlay District, if such a District is approved by the Town at its 2025 Annual Town Meeting; or take any action related thereto.

10:15 pm Except in unusual circumstances, any matter presented for consideration of the Board shall neither be acted upon, nor a decision made, the night of the presentation. There is a three-minute time limit to present a concern or request.

6. New Business

10:30 pm

7. Adjourn

10:45 pm (Estimated)

8. Correspondence

15 Ryder Street:

- P. Selker, 2/24/2025
- K. Azar, 3/9/2025
- N. Desphande, 3/13/2025
- E. Luong, 3/13/2025
- A. LeRoyer, 3/19/2025
- M. Contreras, 3/21/2025
- W. Evans, 3/21/2025
- A. Tee, 3/21/2025
- D. Tee, 3/21/2025
- A. Anway, 3/24/2025
- R. Dunham, 3/24/2025
- R. Hargrove, 3/24/2025
- L. Hennelly, 3/24/2025
- C. Ladd, 3/24/2025
- J. Tee, 3/24/2025

Warrant Articles:

- Article 32 - P. Kent, 3/14/2025
- Article 32 - P. Seltzer, 3/20/2025



Town of Arlington, Massachusetts

Review Meeting Minutes

Summary:

7:30 pm The Board will review and vote on meeting minutes from March 10, 2025.

ATTACHMENTS:

Type	File Name	Description
▢ Meeting Minute (draft)	03102025_DRAFT_Minutes_Redevelopment_Board.pdf	03102025 DRAFT Minutes Redevelopment Board

Arlington Redevelopment Board
Monday, March 10, 2025, at 7:30 PM
Community Center, Main Hall
27 Maple Street, Arlington, MA 02476
Meeting Minutes

This meeting was recorded by ACMI.

PRESENT: Rachel Zsemlery (Chair), Eugene Benson, Shaina Korman-Houston, Kin Lau, Stephen Revilak

STAFF: Claire Ricker, Director of Planning and Community Development; Sarah Suarez, Assistant Director of Planning and Community Development

The Chair called the meeting of the Board to order.

The Chair opened with **Agenda Item 1 – Review Meeting Minutes.**

February 24, 2025, minutes – The Board members made no changes to the draft minutes. The Chair requested a motion to approve the minutes as submitted. Mr. Lau so moved, Mr. Benson seconded, and the Board voted unanimously in favor.

The Chair moved to **Agenda Item 2 – Public Hearing: Docket #3798, 821 Massachusetts Ave (continued from January 13, 2025).**

Ms. Ricker explained that this is a continued hearing from January 13. The Board requested revised plans related to building design and articulation: reducing the number of materials or identifying a primary material, reconsidering the building architecture relative to the adjacent properties, and reconsidering the east façade that faces the church as almost a second front façade. The Board also requested an update to the dimensional and parking table, specifically identifying where the entire parcel, including the CVS, is referenced, versus where the new building and its site alone are being referenced. The applicant submitted new drawings and plans and new dimensional and parking tables in response to these requests.

The applicant was represented by lawyer Mary Winstanley-O'Connor and architect Andres Rojas. Ms. Winstanley-O'Connor explained that Mr. Rojas met with Ms. Ricker and Mr. Lau for specific feedback, which was incorporated into the new plans. She also said that the owner, Geoffrey Noyes, has a demolition permit for the building currently on the property, but the original 2009 decision for Docket 3348 requires that the Board approve the demolition. She has sent out notices to all abutters, per the Town's bylaw.

Mr. Rojas explained that they have submitted two new dimensional and parking tables, one for the entire parcel (including both CVS and the proposed new building), and the other for just the portion of the property containing the proposed new building. The tables show that the proposal is in compliance with the zoning bylaw, except for the lot size of the partial lot on which they propose to build.

Mr. Rojas said that the newest set of drawings incorporates the comments he received from Mr. Lau. The design has been modified so that it uses fewer materials. They have added brick detailing to match the CVS building. They also intend to use a similar cornice line and band thickness to that of CVS on the first floor. They have also made the signage band bigger. They have removed the fins between the balconies. The retail windows now have a sill which matches the detail at CVS. They have added triple windows on all three floors on the east façade toward the front, to match triple windows on the church. They have also wrapped the panel material from the front façade around onto the side façade, while the brick base continues. The first-floor entrance juts out slightly to create a vertical element; that area on the second and third floors becomes a sitting area for two of the units. The first floor has an accessible one-bedroom residential unit in the back, above which is a two-floor two-bedroom unit. In the front of the building, above the commercial spaces, the second and third floors each have a three-bedroom unit.

Mr. Lau said that at the horizontal line where the panels and brick meet, there should be some relief to break up the elevation. He also said that the rear tower looked awkward and precarious. He appreciated that the top cornice undulates and is not the same throughout. He also appreciated increasing the size of the sign band, which makes it look more like a mixed-use building.

The Chair said that the massing with the new tower element feels heavy. She would like to see a coloration and depth difference at the base and water table, with the soldier course being a contrasting color. The southeast corner now has a brick tower that she finds problematic from a massing perspective. The cornice does not wrap to articulate a volume. She does not understand why the entrance is recessed underneath the new tower, when it could have moved out to create a vestibule. The tower creates an imposing space.

Mr. Benson said that he thinks that this design now relates harmoniously to the architecture of existing buildings in the vicinity. He also has concerns about the central tower. He would like to see pervious pavement for the walking paths. He asked if the wall between the two commercial spaces is load-bearing or if it could be taken down if a single tenant wants the whole space. Mr. Rojas replied that it will be at least partially removable.

Mr. Revilak said that there is no minimum lot size for mixed-use in this district, so the proposal is not out of compliance. He likes the addition of the nook in the front of the units on the second and third floors. He suggested adding a door to make that space more functional.

Mr. Benson noted that the amount of required bicycle parking may depend on who the tenants are and what the use of the commercial space is. If the Board issues a special permit, they will need to make some of the conditions conditional on determination of the use of that space.

The Chair opened the floor to public comment.

- Marina Popova, 255 Ridge Street – About 460 people signed a petition to save the pine tree on the property, which is not hard to do if they are willing. She hopes that the Board will seriously consider saving the tree and give it a high priority.
- Susan Stamps, 39 Grafton Street – She looked at the drawings and did not see where the applicant intends to plant street trees. She wants to confirm that trees will be planted and that they will be large shade trees.
- John Worden, 27 Jason Street – Years ago, CVS came in and wanted to reopen their special permit so they could change their sign. At the time, Mr. Worden pointed out that the owner was letting a historical building deteriorate. The Housing Corporation of Arlington and Arlington Housing Authority worked out a plan to redevelop the house with a new addition for affordable housing, but the owner would only give a ten-year lease, which would not have been economically viable. Instead, he has allowed the building to deteriorate. Mr. Worden asked if the pine tree between the house and the church will remain.
- Peter Bloom, Jason Terrace – He has lived on Jason Terrace for 35 years, and he has a good view of the Austrian pine. It is a unique tree in Arlington. The previous discussion addressed the issue of how the proposed new building will mesh with the CVS on one side, but not how it will work with the church on the other side. The church is the architectural gem of this stretch of Mass Ave. The proposed building looks completely out of place next to the church, and he regrets that no way to save the Atwood House and the tree have been considered.

The Chair closed public comment.

To answer Mr. Worden's question, the Chair said that the tree, which has been experiencing health issues, will be taken down as part of this proposal. Mr. Rojas said that even if the building was shifted slightly, the impact of construction on the tree's root system would make it impossible to keep it. He also said that they have had two arborists look at the tree.

Ms. Korman-Houston said that the proposal has come a long way, but it is not the building that she had hoped to see. If the other Board members were prepared to move forward with this design, she would do so as well.

Mr. Benson said that he could support the proposal with the condition that Mr. Rojas meet with either the Chair or Mr. Lau and make some changes to the tower. He noted that he would have other conditions as well. Mr. Revilak agreed.

Mr. Lau said that he agreed with the Chair's idea of moving the front entrance out to create a vestibule. Mr. Rojas said that he could do that.

Mr. Lau said that the front elevation shows the roof at 129 feet, along with the parapet. Mr. Rojas said that the parapet is about 5 feet high. Mr. Lau asked if it needs to be that high. Mr. Rojas said that it needs to be above guard height, and they wanted it to be inconvenient to put things on top of it. It could be lower, but the height also allows for privacy for people using the roof deck. Mr. Lau said that the tower would look less imposing if the brick were lighter; the SketchUp model shows it as very dark. Mr. Rojas said that it is closer to the CVS brick in color. Mr. Lau suggested lowering the parapet and pushing back the tower so it's less imposing.

The Chair said that the three windows at the corner are not at the same datum as the transom windows above the sliding doors. She said that using brick to match the CVS is not enough to make the building work well architecturally and fit into its context. Multiple details are missing, including windows that work all the way around, the banding, the cantilever in the back, and the projection above the cornice.

Mr. Lau said that because they had asked the applicant to use fewer materials and make the facades less busy, he does not have a problem with the lack of articulation that the Chair is concerned about. He does agree that the datum should be the same where the windows turn the corner. He would be willing to approve with some guidance from the Board and conditions for administrative approval.

Mr. Benson said that if the Board decides not to approve at this meeting, the applicant should meet with the Chair and/or Mr. Lau for explicit guidance on how to move forward. Mr. Revilak and Ms. Korman-Houston agreed.

Mr. Rojas pointed out the Proposed Planting Plan includes street trees. Some are already there, and some will be added.

Mr. Revilak moved that Docket 3798, 821 Massachusetts Ave, be continued to Monday, April 14, 2025. Mr. Benson seconded, and the Board voted unanimously in favor.

The Chair moved to **Agenda Item 3 – Public Hearing: Docket #3348, 821-837 Massachusetts Ave (continued from January 13, 2025).**

Ms. Winstanley-O'Connor said that her reading of Special Condition 5 of the 2009 decision on Docket 3348 is that the Board must approve demolition of the existing house at 821 Mass Ave, even though they have a demolition permit from the Inspectional Services Department.

The Chair noted that the Board has not had the opportunity to review the 2009 decision that evening, and it is not clear to her exactly how that decision would need to be modified in order to allow the demolition. She said that Special Condition 5 could be modified to allow for demolition, but the Board needs to decide if they want to allow for demolition ahead of the issuance of the new special permit for Docket 3798. Mr. Benson said he sees a benefit to keeping the old building there until the Board approves a new one. Ms. Korman-Houston agreed given that the Board is close to approving the new special permit. Mr. Lau suggested approving the demolition with the requirement that the hole be filled in and the ground reseeded, so that if the Board does not approve the new special permit, it is less of an eyesore than the current dilapidated structure. The Chair said that she does not feel comfortable with approving the demolition ahead of issuing a new special permit, given the lack of maintenance on the site to date and the length of time it has taken for the owner to even propose a new development.

The Chair opened the floor for public comment.

- Peter Bloom, Jason Terrace – He knows that the property currently looks bad, but that is not by accident. It is the result of many years of neglect on the owner's part. Allowing the demolition at this point runs the risk of rewarding this type of behavior, and he is concerned about the message this would send to future developers about what they can get away with. The 2009 decision said that the owner should make diligent efforts to maintain the property in its current condition, but no such effort was made. He is uncomfortable with rewarding the treatment of this property with concessions that compromise the integrity of the streetscape.

The Board closed public comment.

Mr. Benson said that the Board is essentially presented with the choice between a chain link fence around a hole in the ground or a chain link fence around a falling-down building. He does not like either option, but he thinks that on balance, it would be better to keep the house up until the Board approves a new plan.

Mr. Revilak asked Ms. Winstanley-O'Connor why the applicant wants Board approval for the demolition tonight, rather than waiting until a new special permit is issued. She replied that the church next door would like the building to be removed. A representative of the church said that the project has been going on for too long, and the house has become a blight. He would like to see the building demolished, the hole filled in, the ground reseeded, and the fence removed, so that the site looks better for the time being, given that no one knows how long it will take for something new to be built.

Mr. Revilak said that his preference would be to allow the demolition and set a fixed period of time by which the special permit for the new building must be approved or the site needs to be regraded, filled in, and reseeded. Ms. Korman-Houston said that the hole should be filled in and reseeded even if a new special permit is approved, unless construction will happen very soon.

The Chair said that she assumes that it would be six to twelve months at best before construction can begin. She asked if the owner would be amenable to the expense of filling the hole and regrading. Ms. Winstanley-O'Connor said that she can ask him and have an answer at a future meeting.

The Chair asked for a motion to continue Docket 3348, 821-837 Massachusetts Avenue, to March 24, 2025, to move forward with the discussion of the demolition of the house. Mr. Lau so moved, Mr. Benson seconded, and the Board voted unanimously in favor.

The Chair moved to **Agenda Item 4 – Public Hearing: Warrant Articles for 2025 Annual Town Meeting.**

The Chair re-opened the warrant article hearing continued from February 24, 2025.

ARTICLE 27 – DELETE INLAND WETLAND OVERLAY DISTRICT

Ms. Ricker explained that this amendment came before the Board last year, which the Board voted to support, but it was not approved by Town Meeting. The Inland Wetland District (IWD) overlay was created over 50 years ago, before the Wetlands Protection Act, as an attempt to achieve wetlands protection through zoning. The Conservation Commission and Zoning Board of Appeals (ZBA) both agree that the IWD is outmoded and, as the Conservation Commission supersedes it, it does not make sense for the ZBA to maintain zoning oversight.

David Morgan, Environmental Planner and Conservation Agent, said that the Conservation Commission has concerns about the relevance and continued use of the Inland Wetland Overlay District. He considered the five purposes for the Inland Wetland District (IWD) as laid out in the Zoning Bylaw, Section 5.8.1:

- A. *Preserve and protect the streams, water bodies, and other watercourses, including wetlands, in the Town of Arlington.*

This is the purview of the Conservation Commission. There is a significant body of law, including the Wetlands Protection Act (WPA), regulations, and case law, which gives the Conservation Commission this authority. Arlington has a proactive and expert Conservation Commission, which can handle addressing this purpose.

- B. *Protect the health and safety of persons and property against the hazards of flooding and contamination.*

The Conservation Commission dedicates a significant amount of time to flooding issues and oversees the flood plain and flood ways in Arlington with performance standards that pertain to the protection of people and property. Further, the zoning bylaw includes a separate Floodplain District, which makes the IWD duplicative.

- C. *Preserve and maintain the groundwater table for potential water supply purposes.*

Under the WPA, the Conservation Commission supersedes any bodies administering the Zoning Bylaw with regard to maintaining the groundwater table.

- D. *Protect the community against the detrimental use and development of lands adjoining such watercourses.*

The Conservation Commission is tasked with permitting decisions that relate to the development of any such lands adjoining any type of wetland, including watercourses.

- E. *Conserve the watershed areas in Arlington for the health, safety, and welfare of the public.*

This purpose is broad and vague; there are no associated performance standards or definitions of what the health, safety, and welfare of the public entail in terms of the IWD.

The Zoning Bylaw, Section 5.8.2, outlines three definitions relevant to the IWD, which contain inaccuracies and inconsistencies:

- A. *All lands within the elevations shown on the Wetland and Floodplain Overlay Map of the Zoning Map and its designated wetlands...*

This definition is inaccurate as wetlands are not defined by elevation.

- B. *All land area along all perennial rivers, brooks, and streams as defined by the Massachusetts Wetlands Protection Act, and the implementing regulations, as well as the Town of Arlington Bylaw for Wetlands Protection, and the Wetland Protection Regulations promulgated thereunder for a horizontal distance of 200 feet from the center line thereof are included in the Inland Wetland District.*

This definition conflicts with the WPA, which defines rivers, streams, and brooks as measured from the bank, not the center line. As a result, the WPA provides more protection than the IWD.

- C. *All lands designated on the zoning map as having a shallow depth to water table...*

The zoning map does not actually designate such lands. Determining seasonal groundwater is very technical and is difficult to do, and there is no way to consistently and accurately designate it on the zoning map.

The bottom line is that the IWD is inconsistent and is superseded by a body of law that gives oversight of all these areas to the Conservation Commission.

Some people have argued that the Zoning Bylaw should include the IWD as a supplement to the Wetlands Protection Act and other such law. But zoning enforcement is not happening around these issues, partly because the IWD definitions are inaccurate and inconsistent, and partly because the bodies charged with implementation of the Zoning Bylaw currently refer such issues to the Conservation Commission.

Others have argued that removing the IWD would lead to a lack of oversight or enforcement of wetlands issues and development near wetlands. They have expressed concern about whether the Conservation Commission has the authority to regulate riverfront areas, specifically to require a vegetated buffer. Mr. Morgan thinks that it is possible to explain to Town Meeting members how the Conservation Commission works and what its jurisdiction covers, so that they will understand that removing the IWD will not result in riverfront areas being unprotected.

Mr. Benson said that it would be helpful for Mr. Morgan to work on the written background for the Report to Town Meeting, so that the Report includes the points that Mr. Morgan just made. Many Town Meeting members are afraid that if the IWD is deleted, there will be some land somewhere in Arlington that will be unprotected, so it is important to explain to Town Meeting that the WPA protects all the land (and more) that could be protected by the IWD. It is important that Town Meeting Members are able to contact Mr. Morgan with their questions before Town Meeting.

Mr. Benson noted that although the IWD as a whole was created over 50 years ago, some parts have been updated since then, so it is important to be careful about how it is described so as to be accurate.

Mr. Benson also noted that Section 5.8.1.C refers to protecting groundwater for water supply purposes, but the Town does not use groundwater for that purpose.

Mr. Benson said that Mr. Morgan and someone from the Zoning Board of Appeals (ZBA) should be at Town Meeting in order to present and explain this issue at Town Meeting.

Mr. Lau said the biggest thing people are nervous about is that some wetlands will be left unprotected, so Mr. Morgan needs to make it very clear to Town Meeting Members that that will not happen.

The Chair opened the floor for public comment.

- John Worden, 27 Jason Street – He was one of the Town Meeting Members who voted against deleting the IWD last year. Many members did not understand that other laws do as much or more as the IWD. He thinks that if people understand that, they would be more willing to vote to delete it.

The Chair closed public comment on Article 27.

Mr. Revilak said the IWD creates ambiguity over who has jurisdiction over wetland areas. It should be the Conservation Commission because they have expertise in this area, The Conservation Commission has jurisdiction over wetland areas under the WPA, so it would be best to delete the IWD to eliminate any ambiguity and make the jurisdiction clear.

The Chair closed discussion of Article 27.

ARTICLE 25 – ACCESSORY DWELLING UNITS

Ms. Ricker explained that the purpose of this warrant article is to update the Zoning Bylaw regarding Accessory Dwelling Units (ADUs) to bring it into compliance with recent changes in state law.

Mr. Benson spoke with Town Counsel Michael Cunningham and Inspectional Services Director Michael Ciampa. The proposal to maintain the 6-foot setback is based on Zoning Bylaw Section 5.4.2.B.(7), which is the setback requirements for garages. Mr. Benson and Mr. Cunningham believe that that Section applies only to garages and not to other accessory buildings, such as ADUs. Mr. Ciampa also agreed with that interpretation.

Mr. Benson noted that Arlington can be more permissive than the state law regarding ADUs, but not more restrictive. He proposed amending the bylaw to mimic the state regulations, which say that ADUs need to conform to the setback in the district where they are located, but also to allow the ZBA to grant a Special Permit for an ADU within the setback, based on a finding that it will not be detrimental to the neighborhood. Although state law says that a Special Permit cannot be required for ADUs, that only applies to ADUs that meet the setback requirements. This change would allow ADUs by right if they meet the setback requirements of the district they're in, and would go further than the state law by allowing ADUs that do not meet the setback requirements, but only with a Special Permit from the ZBA. He also explained that the existing language only refers to distances of 6 feet from the lot line, but not all setbacks are 6 feet. His proposed change will apply the appropriate setback for the district.

Mr. Benson suggested adding a reference to the guidelines from the Executive Office on Housing and Livable Communities (EOHLC) to the background information in the Board Report.

Mr. Revilak pointed out a typographical error in the background information to be corrected.

Mr. Revilak also replied to two issues raised in written correspondence received from a member of the public regarding this article:

- The correspondent questioned the inclusion of a reference to the Dover Amendment. However, the Affordable Homes Act, Section 8, adds accessory dwelling units to the uses protected by the Dover Amendment, so the reference is appropriate. Mr. Revilak suggested adding a reference to the Act in the background information to clarify this.
- The correspondent also noted that state law says that a special permit "shall" be required for more than one ADU in any district where single-family homes may be built. Because the word "shall" indicates something mandatory, Arlington's Zoning Bylaws must require a special permit in such cases. However, the proposed revisions to the Zoning Bylaw allow one ADU per dwelling unit by right, and only require a special permit if more ADUs than dwelling units are built, even though single family homes may be built in all residential districts. Mr. Revilak noted that the correspondent was referring to 760 CMR 71.03, paragraph (5). Mr. Benson suggested contacting clarification from both Town Counsel and EOHLC before deciding on the final wording.

Ms. Korman-Houston said that in a previous meeting, the Board discussed whether the conversion of a garage or other structure that is within the setback into an ADU should be allowed. She asked if the proposed language addresses that question. Mr. Benson said that the proposed language does not change the ADU regulations on that point; conversions of structures in the setback are currently allowed by Special Permit and would continue to be so. The ZBA would only grant such a special permit if they determined that the ADU conversion is not significantly more detrimental than the existing use.

Mr. Kin asked how to address the situation in which a property owner builds a detached garage within the setback, using the less restrictive requirements for garages, and later wants to convert it to an ADU. Mr. Benson said that they could only do so with a Special Permit.

Mr. Revilak noted that the purpose of the proposed revisions to Section 5.10.2.B.(1).b is to exempt large additions built for the purpose of constructing ADUs from the requirement for a Special Permit that such an addition would face if built for other purposes. He thinks those changes are in the spirit of what the changes to state law are trying to accomplish.

The Chair opened the floor for public comment.

- Wynelle Evans, 20 Orchard Place – The memo from DPCD to the ARB dated January 10, 2025, said that a meeting between staff from DPCD and ISD, members of the ARB and ZBA, and Town Counsel concluded that there were no safety or logistical reasons to require ADUs to be over 6 feet from the property line. She is concerned about having multiple ADUs right next to the property line of abutting properties, or multiple ADUs on a single property. As a Town Meeting Member, she probably would not vote for an article that eliminated all setback requirements for ADUs. She asked for clarification about what it means that if an ADU is located within 6 feet of a lot line, it must also be located within the rear yard setback. She also said that she could not find a definition of a Type 1, Type 2, or Type 3 garage anywhere in the Zoning Bylaw, so she wants to understand what those are. She asked what would stop a developer from deliberately building a garage very close to the lot line and then later converting it into an ADU. She also asked how the prohibition on selling an ADU separate from the principal dwelling would be affected by eliminating the ownership residency requirement, and whether this proposed change effectively makes R0 and R1 districts effectively two-family zones.
- John Worden, 27 Jason Street – He asked how the current regulations regarding setbacks apply to ADUs in separate structures. He also asked how the bylaw addresses a situation in which someone avoids the bylaw requirements regarding large additions by claiming that the addition will be an ADU, but then does not actually use the addition as an ADU, but as a part of the principal dwelling.
- Marina Popova, 255 Ridge Street – She expressed concern about eliminating the ownership residency requirement. She asked if it would be possible for a developer to purchase a property, demolish the existing house, and effectively build two units, calling one an ADU (or four units in a two-family district, calling two ADUs).

The Chair closed public comment on Article 25.

The Board addressed the questions raised during public comment:

- Would two ADUs at the property line of abutting properties be allowed? Mr. Revilak noted that the question was based on an earlier memo, which has been superseded by the language currently proposed. He said that both the current bylaw and the proposed changes would require a special permit for an ADU to be within 6 feet of a lot line, whether it is a newly built structure or a conversion of an existing structure. So two abutting properties could not both build ADUs on their shared lot lines by right; they would both have to apply to the ZBA for a special permit, and the ZBA would have the opportunity to review both proposals. Mr. Revilak said that he thinks that fire codes would come into play in such a situation. Mr. Benson said that according to Mr. Ciampa, a structure built directly on the lot line cannot have a window overlooking the neighboring lot.
- Mr. Revilak also noted that the requirements for newly built structures and conversion of existing structures are the same, so there would be no advantage to building a garage with the intention of later converting it to an ADU.

- Mr. Benson said that the definitions of Type 1, Type 2, and Type 3 garages are in the state building code. They apply to garages, not ADUs.
- Mr. Revilak said that the current bylaw allows one ADU per principal dwelling unit, so a two-family property can already have two ADUs. The question before the Board is not whether to allow it, but whether the state law requires a special permit for a second ADU on a two-family or larger property.
- Mr. Revilak said that ADUs which meet the setback requirements of the district where they are located can be built by right. ADUs that do not meet the setback requirements, meaning they are built closer to the property line than the required rear or side setback, would require a special permit. Mr. Benson noted that that is the case under the current zoning bylaw, and this warrant article will not change that.
- Mr. Revilak explained that one of the recent changes to state law is that municipalities cannot impose an owner occupancy requirement for ADUs. So a developer could build a new house with an ADU, and both dwelling units could be rented out. Both dwelling units must be under common ownership; they cannot be sold separately and condo-ized.
- Mr. Revilak said that only the portion of a large addition to be used for an ADU would be exempt from the large addition provision. In theory, a property owner could build an ADU and later convert it to be part of the main house. But in order to build the ADU in the first place, it would have to have a separate entrance, separate kitchen, and separate bathroom, so that it could function as a fully independent unit. It would be simpler for a property owner who wanted a large addition to apply for a special permit for a large addition than to build a fully functioning ADU and later convert it to be an addition to the primary dwelling. Mr. Benson also noted that ADUs cannot exceed 900 square feet or half the floor area of the principal dwelling unit, whichever is smaller.

Mr. Lau noted that a two-family house could have two ADUs, which would mean four units on the same property, possibly in the same structure. He said that a standard four-unit building would require one unit to be accessible. Mr. Revilak said that he believes that accessibility requirements apply regardless of whether the dwelling units are ADUs or not.

The Chair closed discussion of Article 25.

ARTICLE 26 – TRANSPORTATION DEMAND MANAGEMENT PLAN

Ms. Ricker explained that the Board has indicated interest in revising the conditions of Transportation Demand Management Plans used to request a reduction in the required amount of parking. The current conditions apply better to larger projects, and the proposed amendment will help the Board work with smaller projects to provide parking reductions.

The Chair suggested removing 6.1.5.C.(4) as a Transportation Demand Management (TDM) option, as it is not well defined and it is unclear how it would be implemented.

The Chair also suggested changing the word “employ” to “provide” or “implement,” to clarify that property owners must actually implement these strategies.

Ms. Korman-Houston said that she would like to modify the proposed 6.1.5.C.(10) by reducing or eliminating the requirement around the frequency of bus service and increasing the permitted distance of a walk to a subway station or bus stop to a quarter-mile.

Mr. Benson agreed with the Chair about changing the word “employ.” He also said that he would like to preserve the proposed 6.1.5.C.(10) as currently written. If a property owner requests a parking reduction based on proximity to a bus stop, that bus stop should offer bus service that is frequent and reliable 7 days a week. Otherwise, the employees or residents will end up deciding that they need a car. He proposed requiring that the bus stop be within 660 feet because studies have shown that 80% of people are willing to walk that far. This requirement also needs to take into consideration the fact that sometimes snow and ice make walking difficult, and to allow for older people who may not be able to walk very far. Property owners can choose other options for their TDM, but if they are going

to use the fact that they are close to a bus stop as a reason to reduce parking, they should not be able to do so on the basis of an infrequent bus or one that does not run on weekends.

Mr. Revilak suggested adding a change to the wording of the last sentence of 6.1.5.C.

Mr. Revilak agreed with the Chair about using a word like “provide” or “implement,” which sounds more mandatory in terms of what the property owner is required to do.

Mr. Revilak agreed with Ms. Korman-Houston that 6.1.5.C.(10) should include a quarter-mile walk, rather than 660 feet. He agreed with Mr. Benson that a bus stop should offer bus service that runs seven days a week, but he would prefer to change the frequency requirement such that it includes the 87 bus, because that is another fairly major bus route that serves Arlington regularly. Mr. Benson noted that the 87 bus does not run into Arlington on Sundays, so he does not think the provision should apply to the 87. Mr. Revilak agreed.

Mr. Lau addressed 6.1.5.C.(8), providing showers. He spoke to the plumbing inspector, who said that if a shower is provided, a full bathroom is required. He proposed that the Board change “shower” to “bathroom with shower.” The Chair said that the intent of the Board is for a business to provide a shower, which is consistent with what other jurisdictions require. A different plumbing inspector may have different requirements, so the Board should not change their requirements based on what the current plumbing inspector says. All that the Board wants to require is a shower, on the assumption that other bathroom facilities will be available elsewhere.

Mr. Revilak said that he would like to maintain the provision for a guaranteed ride home, which he interprets to mean that if an employee misses the last bus, the employer will pay for a cab home. He thinks that is an adequate provision.

The Chair agreed with Ms. Korman-Houston and Mr. Revilak that a quarter-mile walk is more appropriate for 6.1.5.C.(10). That distance is more consistent with other standards that include transportation access. She agreed with Mr. Benson that 7-day-a-week service is appropriate for including proximity to a bus stop. She thinks that identifying the frequency of a bus could be difficult, as buses do not always run on schedule. Mr. Benson said that he could agree to a quarter-mile walk, but he would like to keep the requirement that the bus run 7 days per week and have a scheduled frequency of at least every 30 minutes. Board members confirmed that the 77 bus meets the stated frequency requirements, including on weekends.

The Chair revisited the question of changing the word “propose.” The Board agreed to change it to “provide” in two places in the proposed amendment to Section 6.1.5.C.

The Chair opened the floor for public comment. Seeing no one who wished to speak, she closed public comment on Article 26.

The Chair closed discussion of Article 26.

The Chair asked for a motion to continue the public hearing for the Warrant Articles for 2025 Annual Town Meeting to Monday, March 17, 2025. Mr. Lau so moved, Mr. Revilak seconded, and the Board voted unanimously in approval.

The Chair moved to **Agenda Item 5 – Open Forum.**

The Chair opened the floor for open forum. Seeing no one who wished to speak, she closed open forum.

The Chair moved to **Agenda Item 5 – New Business.**

Ms. Ricker said that the Board has scheduled an additional meeting for the purpose of voting on the Board Report on Thursday, April 10, 2025, at 7:00 pm.

The Chair noted that DPCD staff will have a very tight turnaround time to prepare the Board Report, so she asked that all Board members provide any information they would like included in the Discussion sections of the report to staff as early as possible.

Mr. Revilak said that Massachusetts has an Unlocking Housing Production Commission, which released a report in February. It looks at tools for producing more housing of various types, including economic incentives and workforce development, land use and zoning, regulation codes and permitting, statewide planning and local coordination. The land use and zoning recommendations include eliminating parking minimums for residential use, requiring municipalities to establish TDM requirements as a condition for allowing off-street parking, allowing two-family homes on all residential lots and four-family homes on lots served by existing water and sewer infrastructure, eliminating minimum lot sizes, and incentivizing or requiring zoning to align with comprehensive plans. The EOHLC's housing needs assessment estimates the need for 220,000 new homes in the next ten years.

Mr. Benson corrected something he said at the previous meeting – the PDF Zoning Map on the Town's website does indicate the Multi-Family Housing Overlay Districts. However, the GIS map and Assessors cards do not include that information.

The Chair asked for a motion to adjourn. Mr. Lau so moved, and Mr. Benson seconded. The Board voted and approved unanimously.

Meeting **Adjourned** at 10:10 pm.

Documents used:

- | | |
|----------------|---|
| Agenda Item 1 | Draft meeting minutes – February 24, 2025 |
| Agenda Item 2 | 821 Mass Ave - Revised Dimensional and Parking Information - Final – 031025
821 Mass Ave - Revised Narrative - Final – 031025
821 Mass Ave - ARB Submission Drawing Set – 031025
821 Mass Ave - Materials Board - Exterior Finishes – 031025
821 Mass Ave - Brick Detail at CVS
EDR memo Docket 3798 821 Mass Ave - UPDATED 2025-03-06 |
| Agenda Item 4 | 03102025 Updated DPCD Memo to ARB Articles 25,26,27 |
| Correspondence | Kent, P. 03102025 |



Town of Arlington, Massachusetts

Public Hearing: Docket #3838, 15 Ryder St (continued from February 24, 2025)

Summary:

7:35 pm The public hearing is continued to allow the Board to review and approve the application under Section 3.3, Special Permits, and Section 3.4, Environmental Design Review.

ATTACHMENTS:

Type	File Name	Description
▢ Application for Special Permit	03202025_UPDATED_EDR_memo_-_Docket_3838_15_Ryder_St.pdf	03202025 UPDATED EDR memo - Docket 3838 15 Ryder St
▢ Application for Special Permit	ABC_Beer_Inc_-_15_Ryder_St_Updated_Narrative.pdf	ABC Beer Inc - 15 Ryder St Updated Narrative
▢ Application for Special Permit	ABC_Beer_Inc_-_15_Ryder_St_Updated_Plans.pdf	ABC Beer Inc - 15 Ryder St Updated Plans
▢ Application for Special Permit	ABC_Beer_Inc_-_15_Ryder_St_Updated_LEED_Checklist.pdf	ABC Beer Inc - 15 Ryder St Updated LEED Checklist
▢ Application for Special Permit	ABC_Beer_Inc_-_15_Ryder_St_bicycle_storage.pdf	ABC Beer Inc - 15 Ryder St bicycle storage
▢ Reference Material	2025-03-24_Arlington_Brewing_Company_Transportation_Review.pdf	2025-03-24 Arlington Brewing Company Transportation Review



Town of Arlington, Massachusetts
Department of Planning and Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board
From: Claire V. Ricker, AICP Secretary Ex-Officio
Subject: Environmental Design Review, 15 Ryder St, Arlington, MA, Docket #3838
Date: February 20, 2025 & [revised March 20, 2025](#)

I. Docket Summary

This is an application by Thomas Allen, ABC Beer Inc, dba Arlington Brewing Company, 251 Lowell St, Arlington, MA 02474, to open Special Permit Docket #3838 in accordance with the provisions of MGL Chapter 40A § 11, and the Town of Arlington Zoning Bylaw Sections 3.3, Special Permits, and 3.4, Environmental Design Review.

The Applicant proposes to construct an approximately 1,000-square foot addition and to renovate the interior of a two-story, vacant commercial building with off-street parking located at 15 Ryder Street, Arlington, MA, in the I Industrial District. The proposal would establish a single-story, mixed-use building with a brewery, including a taproom, and an approximately 3,900-square foot restaurant. The opening of the Docket is to allow the Board to review and approve the application under Section 3.3, Special Permits and Section 3.4, Environmental Design Review.

Materials submitted for consideration of this application include:

- EDR application for Special Permit
- Photos of existing conditions
- Architectural plans and drawings (Existing and Proposed)
- Site plan
- Solar evaluation
- LEED checklist
- Erosion & Sediment Control Plan
- [Memorandum with updated project narrative](#)
- [Updated dimensional and parking information](#)
- [Updated site plan, dated March 17, 2025](#)
- [Updated vehicular traffic plan, dated March 17, 2025](#)
- [Updated elevations, dated March 17, 2025](#)
- [Lighting plan, dated March 13, 2025](#)
- [Rooftop equipment plan](#)
- [Signage plan](#)
- [Bicycle parking specifications](#)
- [Updated LEED checklist, dated March 14, 2025](#)

II. Application of Special Permit Criteria (Arlington Zoning Bylaw, Section 3.3)

1. Section 3.3.3.A.

The use requested is listed as a Special Permit in the use regulations for the applicable district or is so designated elsewhere in this Bylaw.

As per Section 5.6.3, Use Regulations for MU, PUD, I, T and OS Districts, a mixed-use brewery and a restaurant greater than 2,000 square feet in size is allowed in the Industrial District by Special Permit. The Board can find this condition met.

2. Section 3.3.3.B.

The requested use is essential or desirable to the public convenience or welfare.

The Master Plan recommends incorporating new uses, such as restaurants, in mixed-use redevelopment in the Industrial district to help attract new businesses and jobs in growth industries and serve local employees, as well as residents throughout the region. Additionally, the proposed redevelopment is in close proximity to local attractions, the Ed Burns Arena and the Minuteman Bikeway. The Board can find this condition met.

3. Section 3.3.3.C.

The requested use will not create undue traffic congestion or unduly impair pedestrian safety.

The Applicant has proposed to remove the parking spaces directly in front of the building and convert that area to pedestrian walkways with short-term bike parking and landscaping. ~~Existing, non-conforming parking partially located in the front yard setback will continue to be provided on site.~~ The proposed brewery and restaurant uses will not create undue traffic congestion or impair pedestrian safety. The Board can find this condition met.

4. Section 3.3.3.D.

The requested use will not overload any public water, drainage or sewer system or any other municipal system to such an extent that the requested use or any developed use in the immediate area or in any other area of the Town will be unduly subjected to hazards affecting health, safety, or the general welfare.

Most recently, the building was used as a contractor office, shop and warehouse that generated significant large-vehicle traffic. Water usage of the brewery operation is comparable to that of other businesses of similar size and includes reuse where feasible to minimize consumption. 2,700 square feet of impervious surface will be converted into a permeable, landscaped outdoor beer garden located in the rear yard. The Project will not overload any public water, drainage, sewer system or other municipal system. The Board can find this condition met.

5. Section 3.3.3.E.

Any special regulations for the use as may be provided in the Bylaw are fulfilled.

There are no special regulations provided in the Bylaw for the proposed use. The Board can find this condition met.

6. Section 3.3.3.F.

The requested use will not impair the integrity or character of the district or adjoining districts, nor be detrimental to the health, morals, or welfare.

The use does not impair the integrity or character of the I district or adjacent residential districts and will not be detrimental to health or welfare. The surrounding uses are made up of residential, commercial, and industrial properties. The Board can find this condition met.

7. Section 3.3.3.G.

The requested use will not, by its addition to a neighborhood, cause an excess of the use that could be detrimental to the character of said neighborhood.

There will be no excess of mixed-use in the neighborhood as a result of this development; rather the Applicant's proposal will comport with the objectives of the Master Plan to re-use underutilized industrial property and encourage mixed-use redevelopment with new commercial uses and employment opportunities in the I district. The Board can find this condition met.

III. Environmental Design Review Standards (Arlington Zoning Bylaw, Section 3.4)

1. EDR-1 Preservation of Landscape

The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

The proposed renovation is an interior fit-out with the construction of a cold storage room in the rear of the building. Site improvements will include new landscaping in the front, rear and right side yards to create pedestrian walkways and a beer garden. An existing conifer tree in the right side yard shall be preserved. The Board can find this condition is met.

2. EDR-2 Relation of the Building to the Environment

Proposed development shall be related harmoniously to the terrain and to the use, scale, and architecture of the existing buildings in the vicinity that have functional or visible relationship to the proposed buildings. The Arlington Redevelopment Board may require a modification in massing so as to reduce the effect of shadows on the abutting property in an R0, R1 or R2 district or on public open space.

The proposed renovation is an interior fit-out of an existing building. Changes to the building's exterior will include a 960-square foot rear addition, updating façade materials, replacing doors and windows, and constructing a covered main entrance in front of the building. The Board can find this condition is met.

3. EDR-3 Open Space

All open space (landscaped and usable) shall be so designed as to add to the visual amenities of the vicinity by maximizing its visibility for persons passing by the site or overlooking it from nearby properties. The location and configuration of usable open space shall be so designed as to encourage social interaction, maximize its utility and facilitate maintenance.

There is minimal landscaping currently on the site. While no landscaped or usable open space is required in the I district, the proposed site improvements will increase overall open space on the parcel through the conversion of 2,700 square feet of surface parking behind the building to an outdoor drinking and dining space with a new deck, landscaping (including 3 shade trees), and permeable pavers. Additionally, parking in front of the building will be converted to a landscaped area (including 5 shade trees) with a new pedestrian walkway along Ryder Street. The Board can find this condition is met.

4. EDR-4 Circulation

With respect to vehicular and pedestrian and bicycle circulation, including entrances, ramps, walkways, drives, and parking, special attention shall be given to location and number of access points to the public streets (especially in relation to existing traffic controls and mass transit facilities), width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, access to community facilities, and arrangement of vehicle parking and bicycle parking areas, including bicycle parking spaces required by Section 6.1.12 that are safe and convenient and, insofar as practicable, do not detract from the use and enjoyment of proposed buildings and structures and the neighboring properties.

Restriping and other minor improvements are proposed for the parking area. The lot is accessed via Ryder Street with both right and left turn accessibility when exiting the site. The portion of the site leased for the brewery and restaurant will be fenced off from the rest of the parcel [with gate access provided to delivery vehicles only](#). ~~Eleven-Fourteen (14) non-conforming~~ vehicle parking spaces [located in the front yard in front of the building](#) will be removed, as will the existing chain-link fence along Ryder Street. The table below shows the parking calculations for the Project using the exemption for mixed-use development provided in Section 6.1.10(C) of the Zoning Bylaw.

Vehicle Parking Requirements for Restaurant & Brewery		
Required parking spaces	17*	
Proposed parking spaces	20 17	
Proposed compact spaces	3	
Loading Requirements		
Required loading spaces	0*	
Proposed loading spaces	0	
<i>*Includes exemption for 3,000 square of non-residential space per Section 6.1.10(C)</i>		
Bicycle Parking Requirements		
Use	Long-Term Parking	Short-Term Parking
Brewery	3	2
Restaurant	1	4
Total Required Bicycle Parking	4	6
Total Proposed Bicycle Parking	4	22

The Applicant has requested relief to continue the existing, non-conforming loading/delivery access in the parking lot located on the side of the building [although the vehicle unloading will occur behind the leased premises](#). ~~The Board also may want to consider granting relief for the two existing parking spaces in the required front yard area.~~ The property owner has agreed to allow delivery

vehicles to enter through the gate at the rear of the parking lot, unload in the secure yard behind the leased premises, and exit via the access drive for the Artemis Apartments. Loading/delivery hours will be restricted to the hours of 9:00 am – 3:00 pm, Monday through Friday during non-peak tap room hours. The existing building contains a loading bay with roll-up door for forklift access for deliveries. Trash and recycling is contained in a fenced enclosure located at the rear of the lot for weekly pick-up between 8:00 – 11:00 am.

A designated zone for rideshare pick-up on Ryder Street has been identified. New pedestrian walkways as proposed are adequate, although it is unclear from the submitted materials whether any curbing will also be constructed along the front or side lot lines adjacent to Ryder Street and the access drive for the Artemis Apartments. Short-term bicycle parking will be located in the front yard (22 spaces provided; 6 required). An outdoor bike shed with four (4) long-term spaces is proposed within a fenced area in the side yard.

Additionally, DPCD staff note:

- ~~Staff was unable to confirm the proposed bike shed for long-term parking will provide an enclosed, limited access area as is typical for such amenities.~~
- ~~Staff was unable to confirm whether any of the parking spaces will be EV ready, as required by the Stretch Code.~~
- The Project may be required to provide 20%, or 3, EV-ready parking spaces to comply with the Stretch Code. Only 2 EV-ready spaces are identified on the updated site plan.
- The Project is required to comply with all applicable AAB regulations for accessible parking, as confirmed by the Town's Director of Inspectional Services.

5. EDR-5 Surface Water Drainage

Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Available Best Management Practices for the site should be employed, and include site planning to minimize impervious surface and reduce clearing and re-grading. Best Management Practices may include erosion control and stormwater treatment by means of swales, filters, plantings, roof gardens, native vegetation, and leaching catch basins. Stormwater should be treated at least minimally on the development site; that which cannot be handled on site shall be removed from all roofs, canopies, paved and pooling areas and carried away in an underground drainage system. Surface water in all paved areas shall be collected in intervals so that it will not obstruct the flow of vehicular or pedestrian traffic and will not create puddles in the paved areas.

In accordance with Section 3.3.4., the Board may require from any applicant, after consultation with the Director of Public Works, security satisfactory to the Board to ensure the maintenance of all stormwater facilities such as catch basins, leaching catch basins, detention basins, swales, etc. within the site. The Board may use funds provided by such security to conduct maintenance that the applicant fails to do.

The Board may adjust in its sole discretion the amount and type of financial security such that it is satisfied that the amount is sufficient to provide for any future maintenance needs.

The Applicant proposes to increase overall drainage capacity by converting 2,700 square feet of parking to a landscaped beer garden with permeable surfaces, while providing minimal treatment of stormwater generated on-site and reducing the amount of runoff from the property. The current drainage infrastructure will be adequate for the Project, as stated in the application, but it is unclear whether existing stormwater facilities are located on site. The Board can find this condition is met.

6. EDR-6 Utility Service

Electric, telephone, cable TV, and other such lines of equipment shall be underground. The proposed method of sanitary sewage disposal and solid waste disposal from all buildings shall be indicated.

The building will utilize existing utility services. No changes are proposed to pole-mounted utilities located on Ryder Street. The building is served by underground sanitary sewage disposal. Organic and compostable materials leftover from food service and brewing operations will be diverted from the waste stream to minimize the amount of trash sent to landfill or incineration. The Board can find this condition is met.

7. EDR-7 Advertising Features

The size, location, design, color, texture, lighting and materials of all permanent signs and outdoor advertising structures or features shall not detract from the use and enjoyment of proposed buildings and structures and the surrounding properties.

The Applicant submitted a sign package with three signs proposed:

- One externally illuminated painted wall sign centered above the roll-up door for delivery access measuring 40 square feet. The sign is to be installed at a sign height of approximately 25 feet.
- One internally illuminated wall sign next to the main entrance measuring 4 square feet. The sign is to be installed at a sign height of approximately 7 feet.
- One non-illuminated window sign next to the main entrance measuring 2 square feet.

Two wall signs and a window sign are proposed for the Project, which may require relief from the Board. The total number of signs exceeds the maximum allowable by right. ~~The total wall sign area reflects a 10% increase in the allowable area for a painted wall sign per §6.2.5.D(10) of the Zoning Bylaw. The total proposed wall sign area (44 square feet) exceeds the allowable square footage for wall signs. The Applicant should submit a representative to-scale drawing of the proposed window signage for the Board to assess.~~ Any signage and advertising will be in accordance with the provisions of Section 6.2 of the Zoning By-Law, compliant with the Industrial District requirements. Final signage will need to be submitted, reviewed, and approved administratively by the Department of Planning and Community Development or reviewed by the Board for a sign permit.

8. EDR-8 Special Features

Exposed storage areas, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be subject to such setbacks, screen plantings or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.

A structure for long-term bicycle parking and a transformer will be located in the right side yard, which is to be fenced. The Board can find this condition met.

9. EDR-9 Safety

With respect to personal safety, all open and enclosed spaces shall be designed to facilitate building evacuation and maximize accessibility by fire, police and other emergency personnel and equipment. Insofar as practicable, all exterior spaces and interior public and semi-public spaces shall be so designed to minimize the fear and probability of personal harm or injury by increasing the potential surveillance by neighboring residents and passersby of any accident or attempted criminal act.

~~Roof and building~~ Wall-mounted downlight fixtures are proposed for exterior illumination ~~of the building with additional patio lighting~~. The property provides access to the building for fire, police and other emergency personnel and equipment from Ryder Street. The Board can find this condition met.

10. EDR-10 Heritage

With respect to Arlington's heritage, removal or disruption of historic, traditional or significant uses, structures or architectural elements shall be minimized insofar as practical whether these exist on the site or on adjacent properties.

This property is not listed on the *Inventory of Historically or Architecturally Significant Properties in the Town of Arlington* and is not under the jurisdiction of the Arlington Historical Commission. The Board can find that this condition is met.

11. EDR-11 Microclimate

With respect to the localized climatic characteristics of a given area, any development which proposes new structures, new hard surface, ground coverage or the installation of machinery which emits heat, vapor or fumes shall endeavor to minimize insofar as practicable, any adverse impacts on light, air, and water resources or on noise and temperature levels of the immediate environment.

This project will have no adverse impacts on light, air and water resources or on noise and temperature levels of the immediately environment. The outdoor beer garden will not play live music past 8:00 9:00 p.m. The maximum noise level of equipment used in the brewing process is 65 dBA at 10 feet. Kitchen vents are located at the rear of the building and the heat stream for brewery equipment will be vented out of the top of the building. The Board can find this condition is met.

12. EDR-12 Sustainable Building and Site Design

Projects are encouraged to incorporate best practices related to sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. Applicants must submit a current Green Building Council Leadership in Energy and Environmental Design (LEED) checklist, appropriate to the type of development, annotated with narrative description that indicates how the LEED performance objectives will be incorporated into the project.

The Applicant has provided the required LEED checklist and an evaluation of rooftop solar capacity. The project will utilize sustainable building practices and include energy-efficient systems. The Board can find this condition is met.

IV. Findings

The following findings are for the Board's consideration:

1. The ARB finds that the project is consistent with Environmental Design Review per §3.4 of the Zoning Bylaw.
2. The ARB finds that the project is consistent with §3.3, Special Permits of the Zoning Bylaw.
3. The ARB finds that the pre-existing, non-conforming use of loading in the side yard is an acceptable alternative to providing loading/delivery access at the rear of the building per §6.1.10.F(2) of the Zoning Bylaw.
4. The ARB finds that up to 20% of the parking spaces in the lot, or a total of three (3) spaces, may be sized for compact cars per §6.1.11.C(11) of the Zoning Bylaw.
- ~~4. The ARB finds that the continued pre-existing non-conforming use of parking in the front yard is necessary and convenient to the public interest per §6.1.10.B of the Zoning Bylaw.~~
5. The ARB finds that the nature of the use being made of the building is such that allowing an additional sign for a total of 3 signs (2 wall signs and 1 window sign), ~~and a total wall sign area that exceeds 40 square feet in size~~ is in the public interest consistent with §6.2, Signs of the Zoning Bylaw.

V. Conditions

A. General

1. The final design, sign, exterior material, landscaping, and lighting plans shall be subject to the approval of the Arlington Redevelopment Board or administratively approved by the Department of Planning and Community Development.
2. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board.
3. The Board maintains continuing jurisdiction over this permit and may, after a duly advertised public hearing, attach other conditions or modify these conditions as it deems appropriate in order to protect the public interest and welfare.
4. Snow removal from all parts of the site, as well as from any abutting public sidewalks, shall be the responsibility of the owner and shall be accomplished in accordance with Town Bylaws.
5. Trash shall be picked up only on Monday through Friday between the hours of 7:00 am and 6:00 pm. All exterior trash and storage areas on the property, if any, shall be properly screened and maintained in accordance with Article 30 of Town Bylaws.
6. The Applicant shall provide a statement from the Town Engineer that all proposed utility services have adequate capacity to serve the development. The Applicant shall provide evidence that a final plan for drainage and surface water removal has been reviewed and approved by the Town Engineer.
7. Upon installation of landscaping materials and other site improvements, the Applicant shall remain responsible for such materials and improvement and shall replace and repair as necessary to remain in compliance with the approved site plan.
8. All utilities serving or traversing the site (including electric, telephone, cable, and other such lines and equipment) shall be underground.
9. Upon the issuance of the building permit, the Applicant shall file with the Building Inspector and the Department of Community Safety the names and telephone numbers of contact personnel who may be reached 24 hours each day during the construction period.
10. Building signage shall be filed with and reviewed and approved by the Department of Planning and Community Development and Inspectional Services.
11. The Applicant must comply with the conditions set forth herein, with the State Building Code, including the Town of Arlington requirements, and, where applicable, with the Massachusetts Architectural Access Board regulations.
12. The Applicant must obtain the necessary building permits and work with the Town Engineer to ensure compliance with all applicable codes.

Memorandum

To: Arlington Redevelopment Board
From: ABC Beer Inc. d/b/a Arlington Brewing Company
Re: Special Permit Application via EDR for 15 Ryder St. - continuance response

Thank you for your feedback and opportunity to address questions that arose at our initial hearing on February 24. We would like to add the following information and clarification to our original application.

Parking and Loading Area Design

In response to the Board's comments regarding our parking lot and loading area layout, we have reworked the design to enhance functionality, improve safety, and eliminate conflicts between parking and deliveries.

Key updates to our plan are as follows:

- **Reduction in Number of Parking Spaces:** Notwithstanding the fact that we would be able to provide affidavit testimony that parking has occurred in front of the building since at least the late 1970's to the present, we have removed the 3 previously proposed parking spots located in the front yard while maintaining the required minimum of 17 spaces.
- **Loading Area Relocation:** After extensive discussions with the landlord and evaluation of several alternatives, we have determined that moving the fence or leasing additional parking space is not possible. However, the landlord has agreed to allow delivery vehicles to enter through the gate, unload in the yard behind our leased premises, and exit via the Artemis driveway. This eliminates conflicts between deliveries and customer parking while improving safety by preventing delivery vehicles from backing up on Ryder Street.
- **Secure Yard Access:** Following deliveries, the gates will be closed and locked to maintain security. Since keeping them open for customer access is not possible, all passenger vehicles will turn around in our lot and exit via Ryder Street.
- **Improved Delivery Access:** We have added an aisle aligned with the building's roll-up door, allowing deliveries to be brought inside without obstructing parked cars.
- **Updated Delivery Hours:** With the improvements to the loading configuration, we will update our delivery hours to be 9 AM – 3 PM, Monday through Friday. Trash and recycling will be scheduled for a regular weekday pickup between 8-11 AM when the taproom is not open to customers.
- **Compact Parking Spaces:** To comply with zoning requirements while maintaining necessary capacity, we request approval for three compact parking spaces per section 6.1.11C(11) of the zoning bylaw. This adjustment accommodates site constraints while avoiding parking in the front yard.

Please see the updated site and vehicular traffic plans for more information, which also show the location of EV ready parking spots and a rideshare pickup zone. We believe this revised layout directly addresses the Board's comments while improving operations, enhancing safety, and preserving compliance with zoning requirements.

Parking Supply

In response to the Board's inquiries regarding our projections for customer transportation modes, parking requirements, and the impact on neighborhood parking, we have gathered data from comparable businesses, including Medford Brewing Company, assessed local parking availability, and explored potential solutions with town officials.

Customer Transportation Projections

Based on insights from similar establishments and our own past experience operating pop-up taprooms, we anticipate that up to three-quarters of our customers will arrive on foot or by bike:

- **Walking:** Medford Brewing Company, which has a nearly identical seating capacity (99 seats vs. our 100) but only eight parking spots, reports that over 60% of its customers walk to their establishment. This aligns with our experience at The Roasted Granola and The Mill Café, where the majority of visitors arrived on foot.
- **Biking:** Given our proximity to the Minuteman Bike Path, we estimate that 10-15% of our customers will arrive by bike during warmer months (spring, summer, and fall).
- **Driving:** We expect the remaining customers to arrive by car, relying primarily on nearby street parking along Massachusetts Avenue.

Bike Parking

Please see the attached cut sheet for more details about the proposed bike shed.

Parking Availability and Impact on the Neighborhood

To ensure sufficient parking without disruption to the surrounding area, we conducted an assessment of local parking capacity and traffic patterns:

- **Street Parking:** We identified more than 90 on-street parking spots along Mass Ave within a five-minute walk of the brewery, which we believe will be sufficient to accommodate our expected customer traffic.
- **Observational Study:** At the invitation of Alex Tee, we observed parking and traffic conditions during a high-traffic event—the AHS playoff hockey game on March 1. While Ryder Street was congested, Mass Ave street parking remained largely unused, suggesting that parking issues in the area are more a matter of enforcement and signage rather than supply.
- **Discussions with Town Officials:** In a meeting with Town Manager Jim Feeney on March 4, we explored the possibility of utilizing DPW yard space for public, employee, or

customer parking. While the town is leasing some parking short-term, long-term commitments are unable to be made at this time due to ongoing uncertainty concerning town land use. We will continue to engage with the town on this issue and advocate for solutions that benefit the neighborhood as a whole.

Measures to Promote Alternative Transportation and Responsible Parking

To further reduce automotive traffic on Ryder Street and encourage customers to use alternative modes of transportation, we will:

- **Promote Walking & Biking:** Encourage customers to walk or bike via our website and social media.
- **Host Bike-Friendly Events:** Host events that integrate pedestrian and bicycle use of the Minuteman Bike Path.
- **Direct Drivers to Mass Ave Parking:** Inform customers about nearby parking options and encourage them to park along Mass Ave.
- **Encourage Responsible Patron Behavior:** Remind customers to be mindful of noise, safety, and parking regulations to maintain a positive relationship with the neighborhood.
- **Enforcement of Tow-Away Zones:** Enforcement of illegally parked cars in designated tow zones has been inconsistent. We will actively monitor and ensure compliance with no-parking areas to discourage improper parking and maintain safe, accessible spaces for all visitors.

Employee Parking

We have contacted the following businesses to inquire about leasing parking spaces for our employees.

Business	Result
ABCJ Land (existing landlord)	None Available
Skyline Northeast	None Available
Arlington DPW Yard	None Available
Swiftly Printing	Request Pending
Devito Funeral Home	None Available
Mirak Automotive	Request Pending
St Athanasius Church	Request Pending

In the event that we are unable to secure employee parking, our employees will utilize existing on-street parking in the surrounding neighborhoods (not Ryder St or Beck St). We have spoken with several business owners and managers about their parking experience and learned that

Heights Pub, Town Tavern, Donut Villa employees all utilize on-street parking in their respective neighborhoods. Given the nature of the overall limited parking in Arlington, we believe that this common practice is a viable alternative to employees parking in our lot.

Hours of Operation

We understand and appreciate the Board's comments regarding noise and potential disturbances to the surrounding neighborhood. Our goal is to operate as a welcoming, community-oriented gathering place—not a late-night party venue.

Unlike bars or nightclubs that prioritize high alcohol consumption, our focus is on providing a curated craft beer experience that emphasizes quality over quantity. Craft beer is a premium product with a higher price point, which naturally results in lower overall consumption per patron. This fosters a relaxed atmosphere where customers savor their drinks rather than consume large volumes.

This neighborhood is a vibrant mixed-use area, supporting both residential and commercial activity. We are committed to being a respectful and responsible neighbor, but it's important to recognize that a thriving community naturally includes some level of activity and noise. The zoning for this area allows for businesses like ours, which contribute to a lively and walkable environment where residents can enjoy local amenities. Our presence aligns with the town's vision for a balanced, evolving neighborhood that supports both quality of life and economic vitality.

As a responsible business, we recognize the importance of aligning our operating hours with both customer demand and neighborhood considerations. Our original application outlined maximum possible hours of operation, but we anticipate that our actual hours will be more limited based on real demand, which is not possible to accurately predict until we are operating. Nonetheless, we have proactively adjusted our proposed opening and closing times to address comments from neighbors and the board:

Proposed Taproom Hours:

- **Monday – Thursday:** 11 AM – 10 PM
- **Friday:** 11 AM – 11 PM
- **Saturday:** 9 AM – 11 PM
- **Sunday:** 9 AM – 10 PM

Proposed Beer Garden Hours:

- **Daily:** Open - 10 PM
- No live music in beer garden after 8 PM

Our experience operating pop-up taprooms suggests that later hours on Fridays and Saturdays allow patrons to extend their evening in a quiet, relaxed manner. Earlier hours will focus on food service, including lunch on weekdays and brunch on weekends. Our beer garden operations will

fully comply with the town's noise ordinance and ensure we are respectful of our neighbors. To further uphold these standards, we have acquired a sound level meter and will actively monitor noise levels to ensure they remain within the town's established limits.

Additionally, we may extend hours for special events, such as:

- Major sporting events (e.g., Super Bowl, World Series, local teams in playoffs, World Cup)
- Major community events (e.g., Town Day, Porchfest, Election Day)
- Other events as approved in advance by the ARB or its designee

We are deeply committed to fostering a positive relationship with our neighbors. Our customers are local residents who value a comfortable, community-oriented space to gather, not a nightlife destination. We will continue to encourage responsible patron behavior and remain responsive to any concerns that may arise.

Exterior Facade and Lighting

Please see the attached updated architectural plans for the following updates

- Extended high-impact exterior cladding to 8 foot height
- Updated elevations with color renderings and indication of mural location
- Moved parking lot lights from roof top to a position lower on the facade
- Lighting plan showing light levels of exterior lighting. Our fixture selections took into account Article 14 Section 3, regulation of outdoor lighting, of the town's ordinance. The lighting levels achieved by the proposed fixtures are in compliance with the IES regulations for parking lot and for dim lit outdoor dining. The Building mounted fixtures can be shielded and angled to further prevent unreasonably bright light from shining upon or onto any street or nearby property whether directly or by creating unreasonably bright glare.

Odors

Please see the attached Rooftop Equipment Plan for more details showing the interaction of kitchen exhaust and building HVAC systems. The placement of equipment has been designed so as to avoid blowing kitchen exhaust into the neighboring residential areas.

Signage

Please refer to the attached drawings for signage details submitted for the board's approval.

Smoking

Our entire property will be designated non-smoking. Signage indicating that Arlington Brewing Company is a no-smoking business will be installed at strategic locations, including at the entrances to our taproom and beer garden.

LEED Checklist

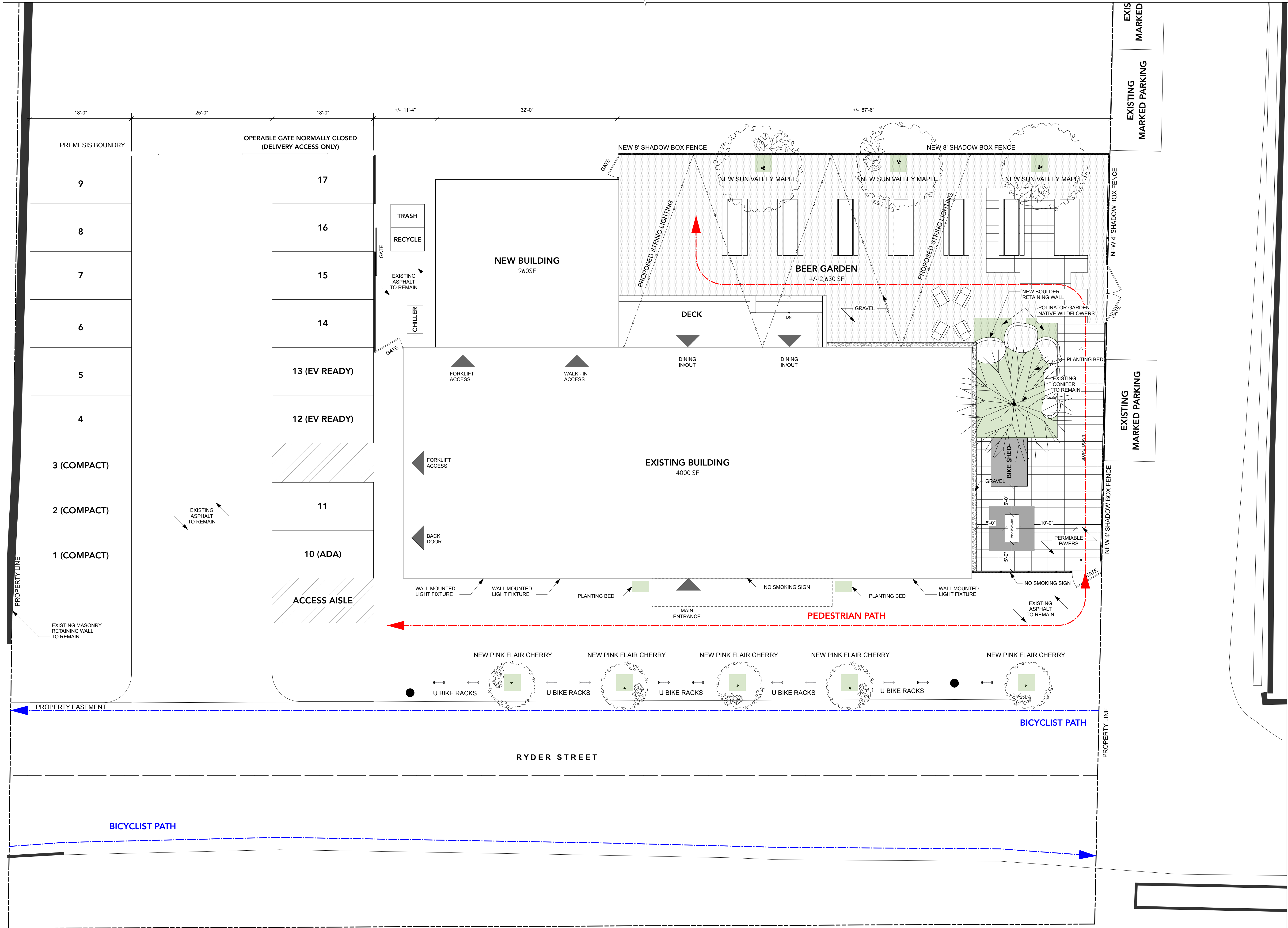
Please see the attached revised LEED checklist. After consulting with external advisors and conducting a detailed review of the LEED requirements, we identified additional points that align with the Massachusetts Stretch Energy Code and Arlington's Zero Fossil Fuel Mandate. This updated checklist more accurately reflects the sustainability measures incorporated into our project.

Landscaping

We conducted a phone call with Tim Lecuivre, Arlington's Tree Warden, on March 6. After reviewing our plans, his feedback was very positive. Tim suggested we replace the flowering dogwoods along Ryder St with a different tree that will perform better in close proximity to the road. He suggested a number of different trees that would be suitable and we have selected Pink Flair Cherry trees from his list of recommendations to replace the dogwoods.

Arlington Brewing Company is committed to being a responsible and engaged member of the community, ensuring that our planned facility at 15 Ryder St. aligns with local zoning regulations and community expectations. Our revised proposal reflects thoughtful consideration of neighborhood comments, sustainability efforts, and economic contributions to Arlington. We believe our brewery will not only enhance the town's vibrant culture but also provide a welcoming space for residents and visitors alike. We appreciate the opportunity to address any questions and look forward to working to bring this vision to life.

Respectfully Submitted,
Tom Allen
Founder & President
Arlington Brewing Company



NOTES



SUN VALLEY MAPLE



PINK FLAIR CHERRY

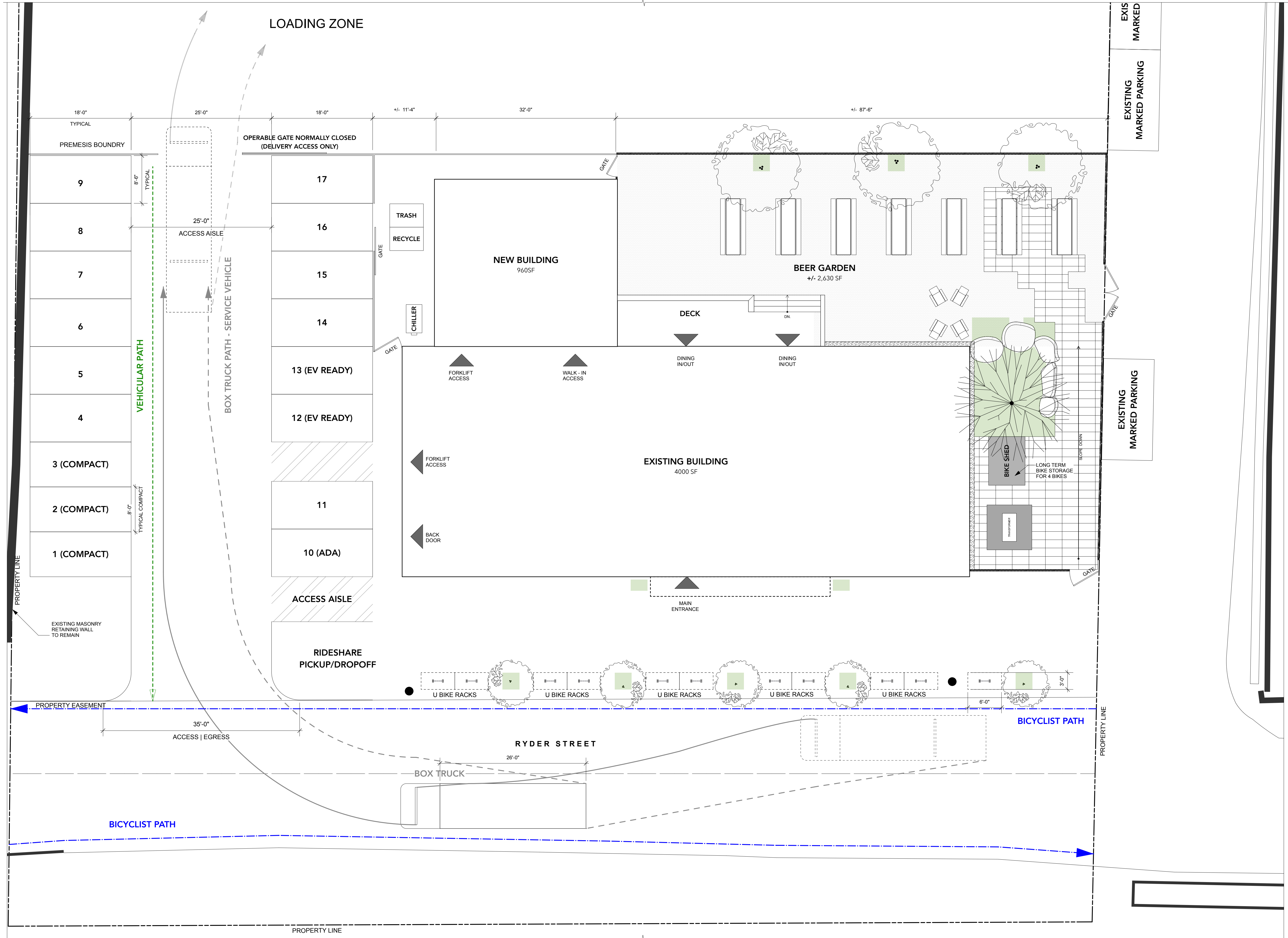
Issue			Revision		

No.	Date	Issue Notes	No.	Date	Revision Notes
			Consultant		
<div>Reisen Design Associates</div>					
<div>ARCHITECTURE</div>					
<div>32R Essex Street, Studio 6 Cambridge MA 02139 (617) 876-7440</div>					

Project Title	
Arlington Brewing Co. 15 Ryder St. Arlington MA	

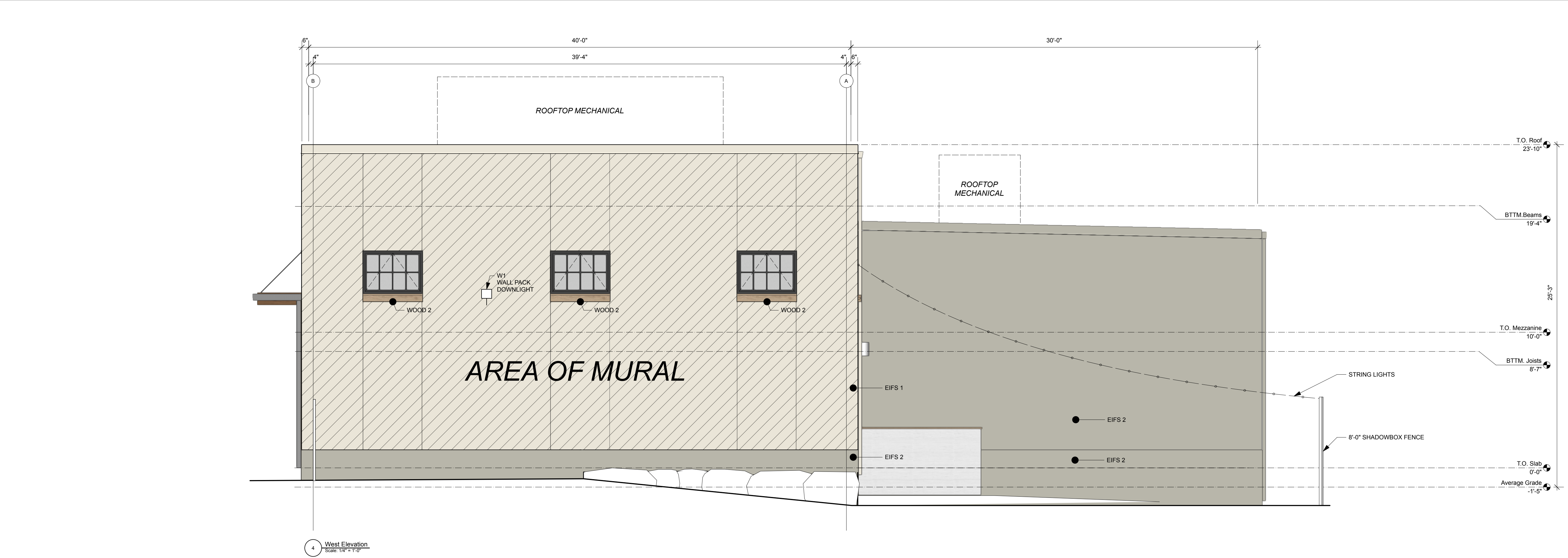
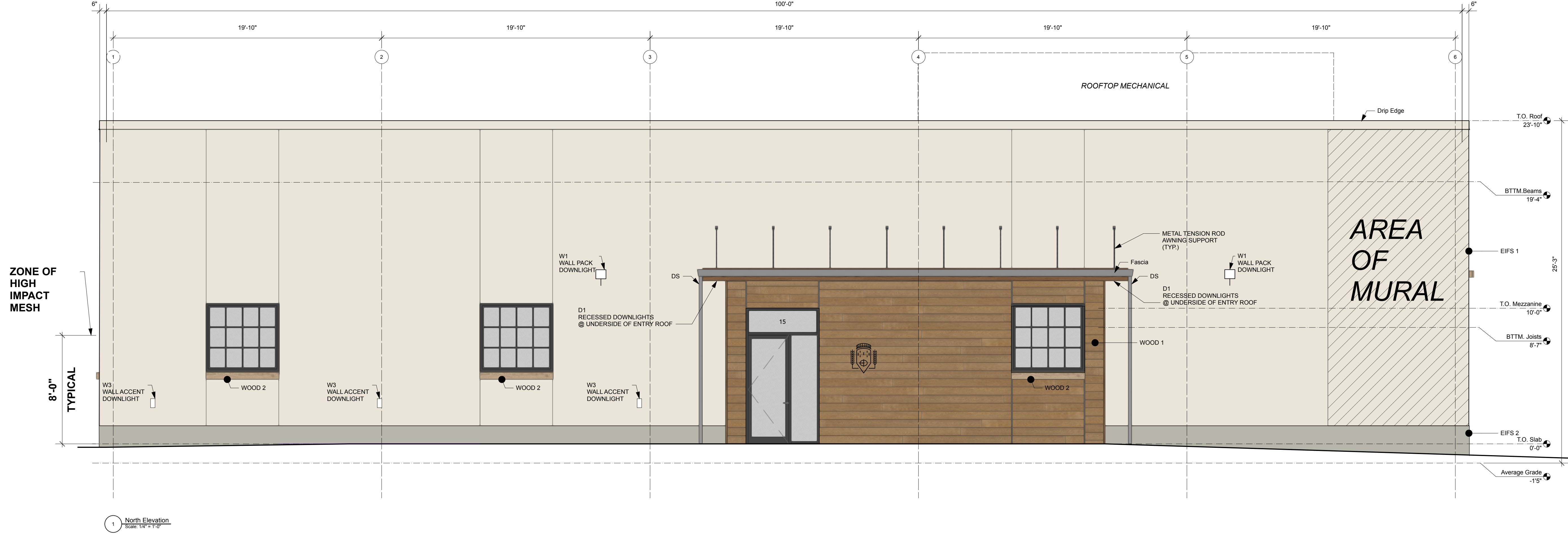
Sheet Title	
Proposed Site Plan	

NOT FOR CONSTRUCTION	Project ID	Drawing No. A010
	Drawn By	
	Reviewed By	
	Scale As Noted	
	Date 03.17.2025	



NOTES

Issue			Revision		
No.	Date	Issue Notes	No.	Date	Revision Notes
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Project Title					
Arlington Brewing Co. 15 Ryder St. Arlington MA					
Sheet Title					
Proposed Vehicular, Bicycle and Service Vehicle Plan					
NOT FOR CONSTRUCTION	Project ID		Drawing No.		
	Drawn By		A020		
	Reviewed By				
	Scale				
	Date				
	As Noted 03.17.2025				



NOTES

EIFS COLOR 1

EIFS COLOR 2

WOOD 1

WOOD 2

WINDOW FRAMES

STOREFRONT

FASCIA & GUTTER @ AWNING

DRIP EDGE & GUTTER @ BUILDING

Issue		Revision	
No.	Date	Issue Notes	Revision Notes

Reisen Design Associates

ARCHITECTURE

32R Essex Street, Studio 6
Cambridge MA 02139
(617) 876-7440

Consultant

Project Title

Arlington Brewing Co.
15 Ryder St.
Arlington MA

Sheet Title

Proposed Building Elevations

NOT FOR CONSTRUCTION

Project ID

Drawn By

Reviewed By

Scale

Date

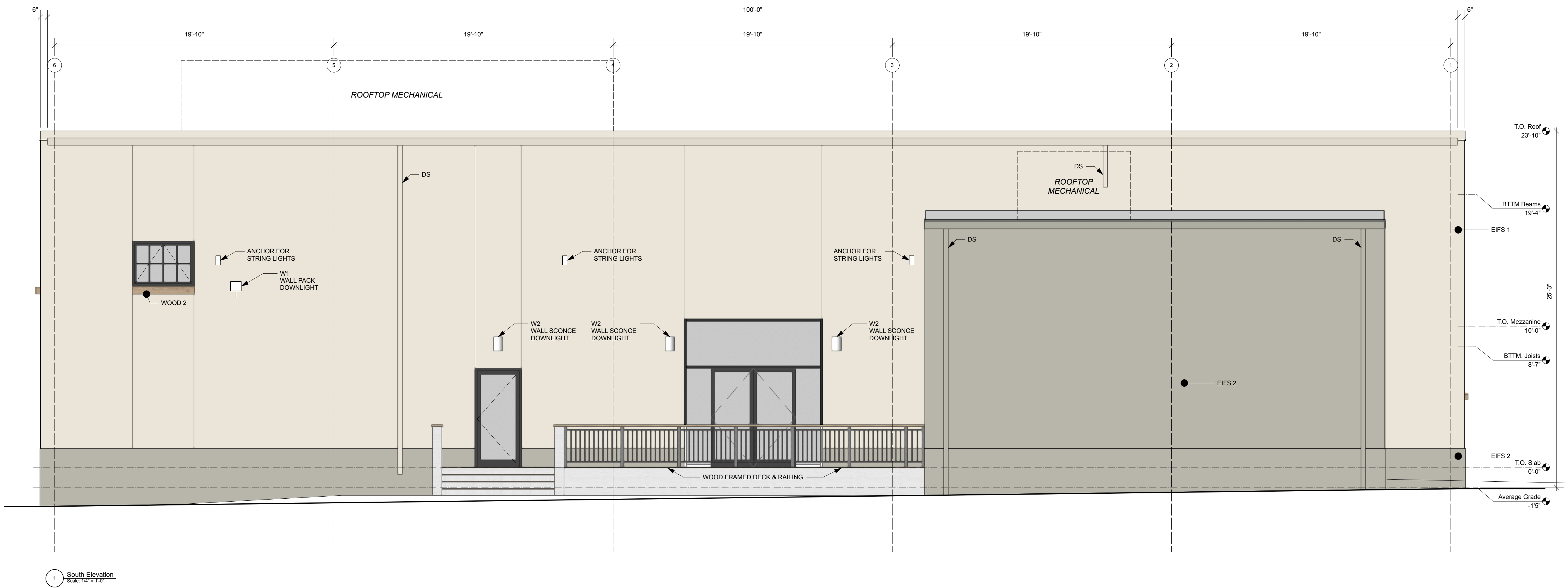
As Noted

03.17.2025

Drawing No.

A920

33 of 204



NOTES

EIFS COLOR 1

EIFS COLOR 2

WOOD 1

WOOD 2

WINDOW FRAMES

STOREFRONT

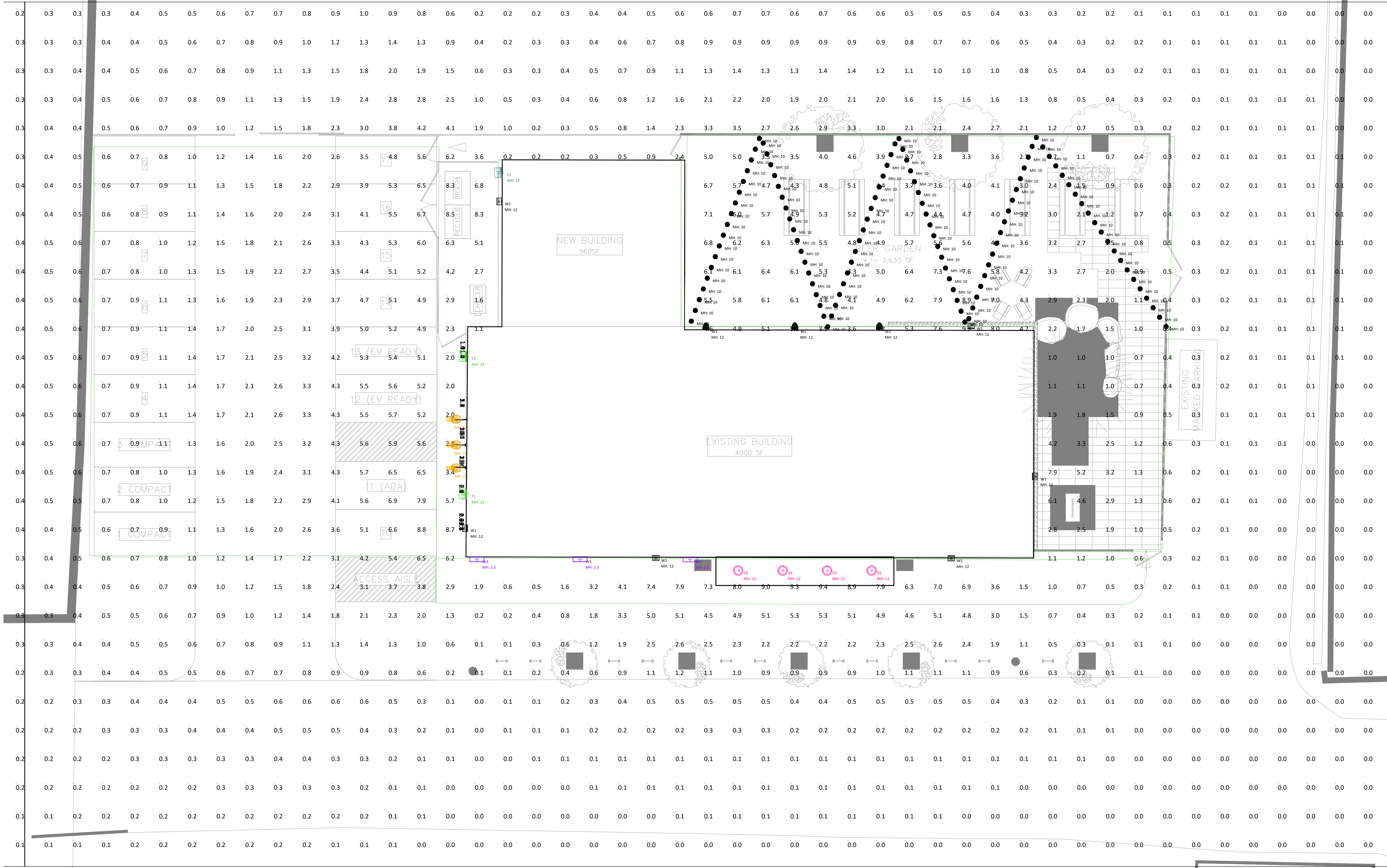
FASCIA & GUTTER
@ AWNING

DRIP EDGE & GUTTER
@ BUILDING



Issue			Revision					
No.	Date	Issue Notes	No.	Date	Revision Notes			
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Arlington Brewing Co. 15 Ryder St. Arlington MA								
Sheet Title								
Proposed Building Elevations								
NOT FOR CONSTRUCTION	Project ID					Drawing No.		
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	Reviewed By							
	Scale							
	Date							
		As Noted						
		03.17.2025						

donutsd, March 13, 2025 - 2:26pm - 2024-279 E0.0 Lighting Calculations.dwg



EXTERIOR LIGHTING PHOTOMETRIC CALCULATIONS
SCALE: 1/8"=1'-0"



125 AVIATION AVE, SUITE 4
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ARLINGTON, MA
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ARLINGTON
BREWING CO.

REVISIONS:	
Date	Description

EXTERIOR LIGHTING
LAYOUT &
CALCULATIONS
FOR REVIEW
03/13/2025

NOT FOR CONSTRUCTION

CSI Project Number: 2024-279
Scale: AS NOTED
Drawn By: AL
Checked By: RG
Date: 03/13/2025

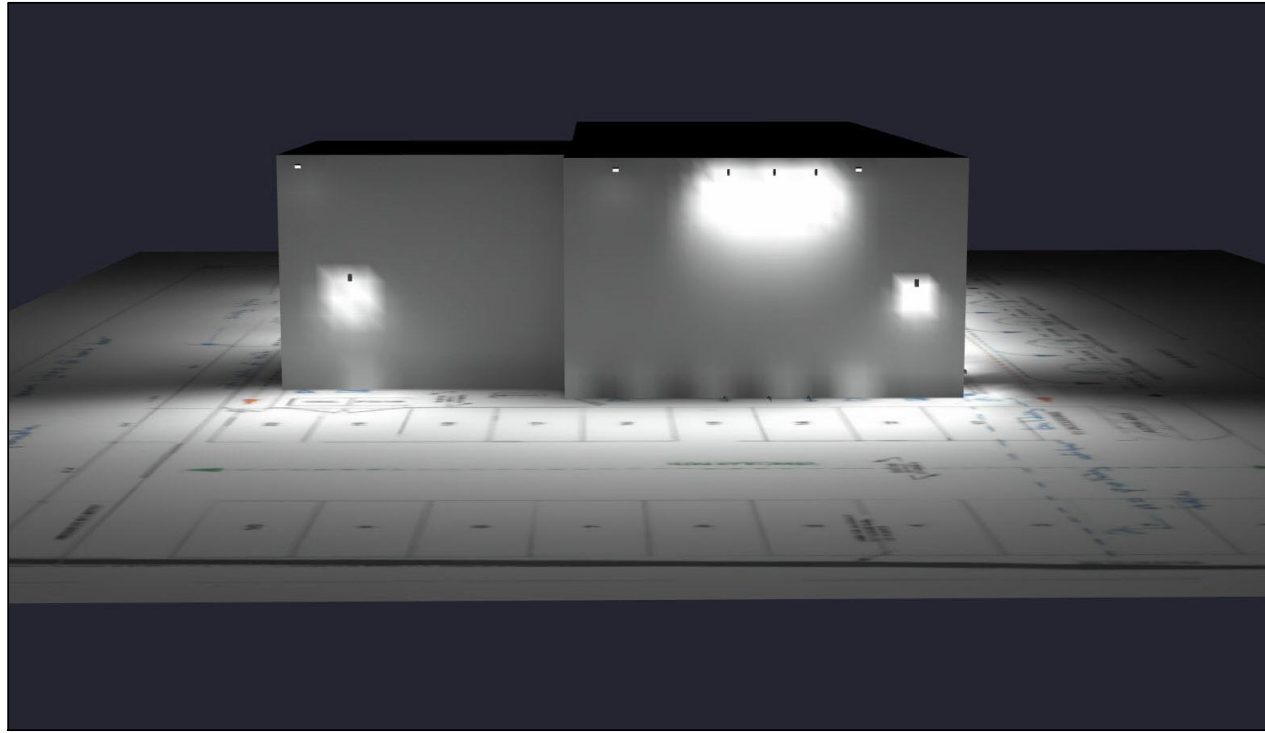
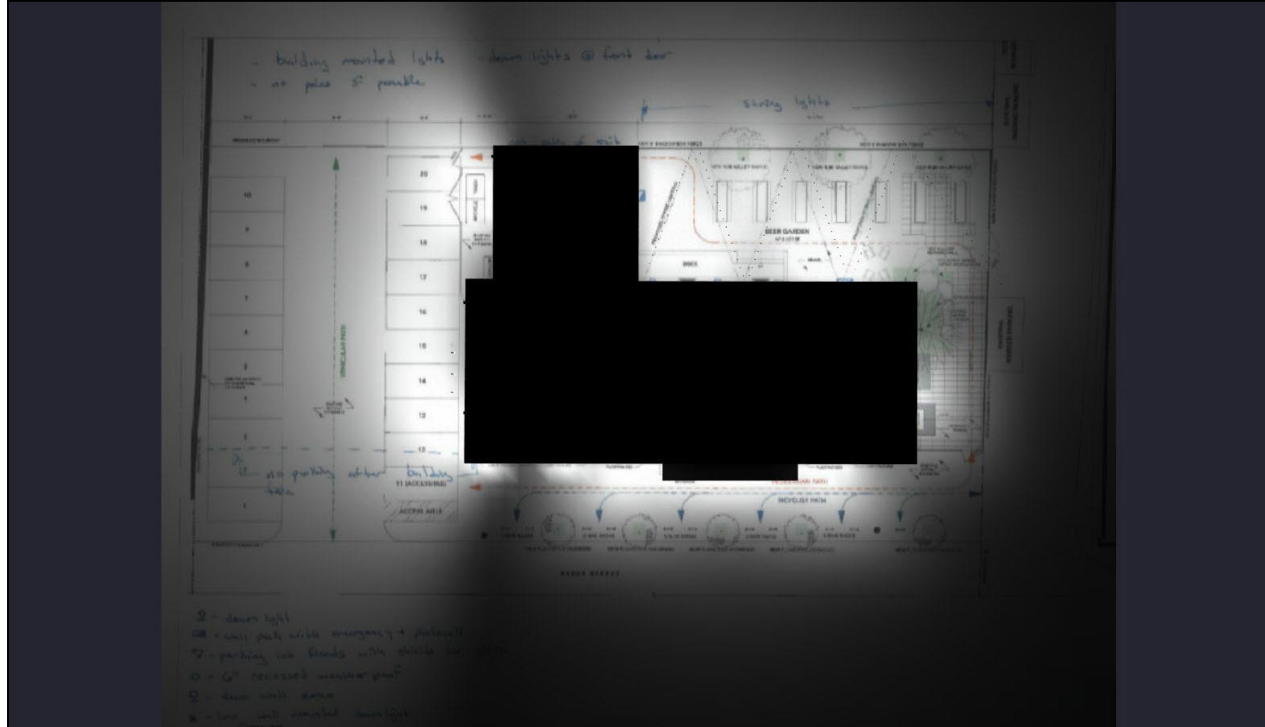
EXTERIOR LIGHTING
PHOTOMETRIC
CALCULATIONS

E0.0
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Calculation Summary											
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Description	PtSpcLr	PtSpcTb	Meter Type
Brewery_Side_8	Illuminance	Fc	3.59	22.5	0.8	4.49	28.13		5	5	Normal
Ground_Planar	Illuminance	Fc	0.94	9.9	0.0	N.A.	N.A.	Readings taken @ 0'-0" AFG	5	5	Normal
Beer Garden-Dining	Illuminance	Fc	3.61	9.9	0.3	12.03	33.00	Readings taken @ 0'-0" AFG			
Parking	Illuminance	Fc	2.68	8.8	0.6	4.47	14.67	Readings taken @ 0'-0" AFG			
Walkway	Illuminance	Fc	4.71	9.4	0.3	15.70	31.33	Readings taken @ 0'-0" AFG			

Luminaire Schedule									All quotes/orders generated from this layout must be forwarded to CRussell@Holbrook-Associated.com		
Symbol	Qty	Tag	Label	Arrangement	LLF	Description	Mntng Hgt	BUG Rating			
●	109		Model String Light	Single	0.750	By others	10	B0-U3-G1			
⊕	4	D1	CR6-10W-4000k	Single	1.000	6in Recessed downlight	12	N.A.			
⌈	6	W1	SLIM12-4000k	Single	1.000	WP Full cut-off, 4000k	12	B1-U0-G0			
⌈	3	W2	SA-SLWP-RGB	Single	1.000	Wall Sconce, 3000K, tunable white	12	B0-U3-G0			
⦿	3	W4	GNLED26NACx	Single	1.000	Gooseneck angled flood, 4000k	23	B1-U1-G0			
⌈	3	W3	LA-LWP	Single	1.000	Wall accent, 3,000k	2.5	B0-U0-G0			
⌈	1	F2	FFLEDM @ 80W - 4000K	Single	1.000	Flood, 80W	23	N.A.			
⌈	2	F1	FFLEDM @ 52W - 4000K	Single	1.000	Flood, 52w	23	N.A.			

Expanded Luminaire Location Summary						
LumNo	Tag	X	Y	Z	Orient	Tilt
3	W4	74	96	23	0	26.565
4	W4	74	87.5	23	0	26.565
5	D1	124.38	69.61	12	0	0
6	D1	132.13	69.61	12	0	0
7	D1	139.88	69.61	12	0	0
8	D1	147.63	69.61	12	0	0
9	W1	110	71.81	12	270	0
10	W1	161.5	71.75	12	270	0
11	W1	176.12	86	12	0	0
12	W1	76.75	77	12	180	0
13	W2	118.75	111.75	12	90	0
14	W2	134.25	111.75	12	90	0
15	W2	149	111.75	12	90	0
16	W1	82.75	134	12	180	0
17	W3	78.82	71.6	2.5	270	0
18	W3	96.82	71.6	2.5	270	0
19	W3	116	71.56	2.5	270	0
20	F1	77	107	23	179.737	62.844
21	F1	77	83	23	178.971	62.847
22	W1	165	112.25	12	90	0
23	F2	83.14	139.08	23	184.642	64.867
24	W4	74	91.5	23	0	26.565
311		116.2	113.1	10	0	0
312		116.9	114.97	10	0	0
313		117.6	116.85	10	0	0
Total Quantity: 131 (25 shown, 1 through 25)						



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STAMP

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15 RYDER ST.

ARLINGTON
BREWING CO.

REVISIONS:	
Date	Description

EXTERIOR LIGHTING
LAYOUT &
CALCULATIONS
FOR REVIEW
03/13/2025

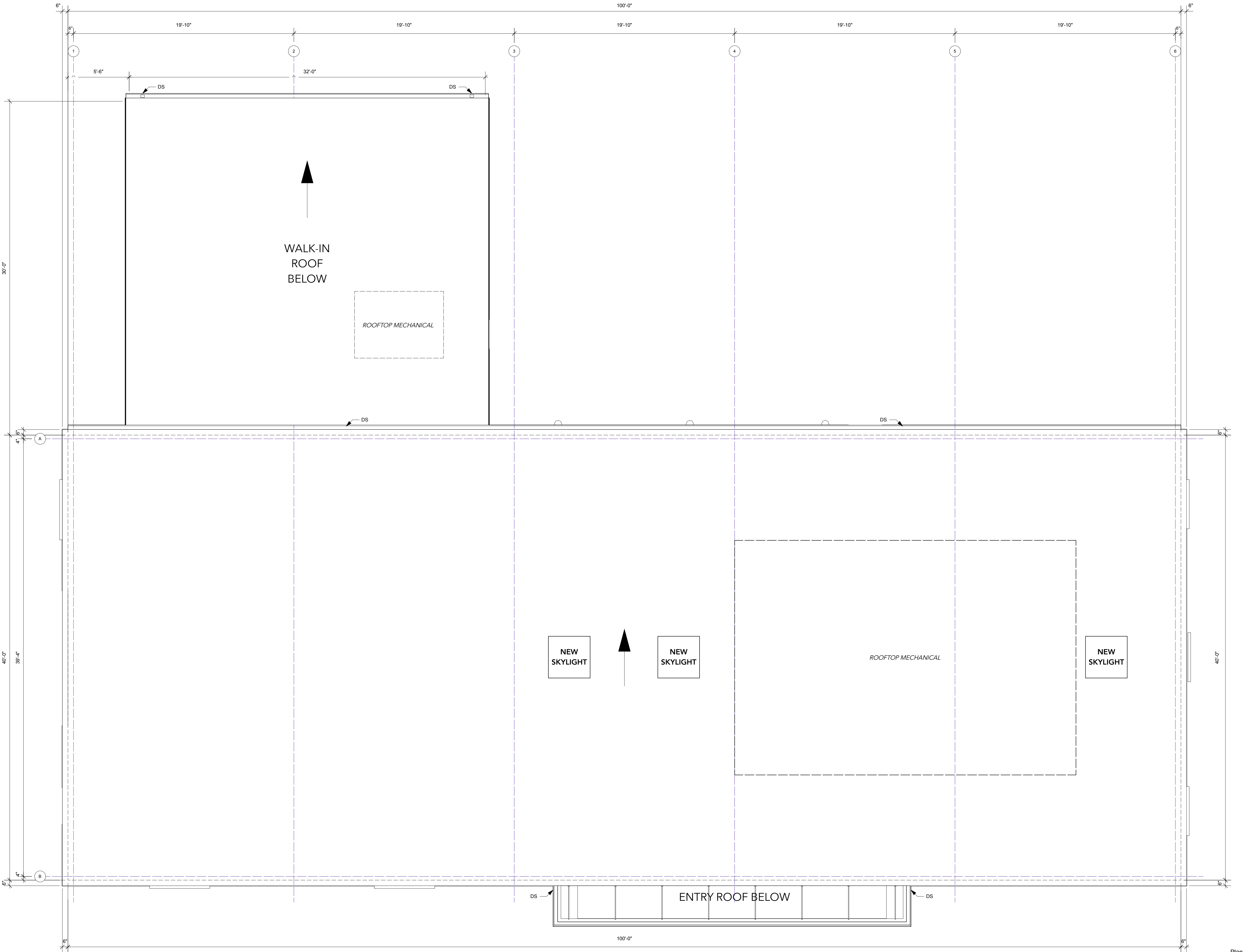
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CSI Project Number: 2024-279
Scale: NTS
Drawn By: AL
Checked By: RG
Date: 03/13/2025

EXTERIOR LIGHTING
PHOTOMETRIC
SCHEDULES &
STATISTICS

E0.1

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NOTES

Issue			Revision		
No.	Date	Issue Notes	No.	Date	Revision Notes

Reisen Design Associates
ARCHITECTURE

32R Essex Street, Studio 6
Cambridge MA 02139

(617) 876-7440

Consultant

Arlington Brewing Co.
15 Ryder St.
Arlington MA

Proposed Roof Plan

NOT FOR CONSTRUCTION

Project ID

Drawn By

Reviewed By

Scale

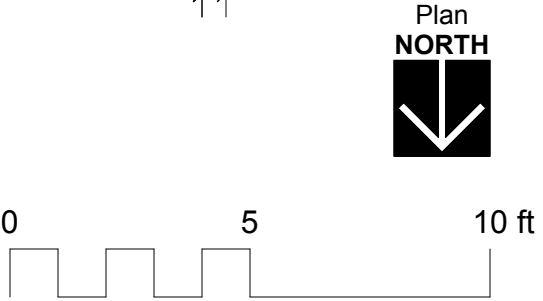
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As Noted

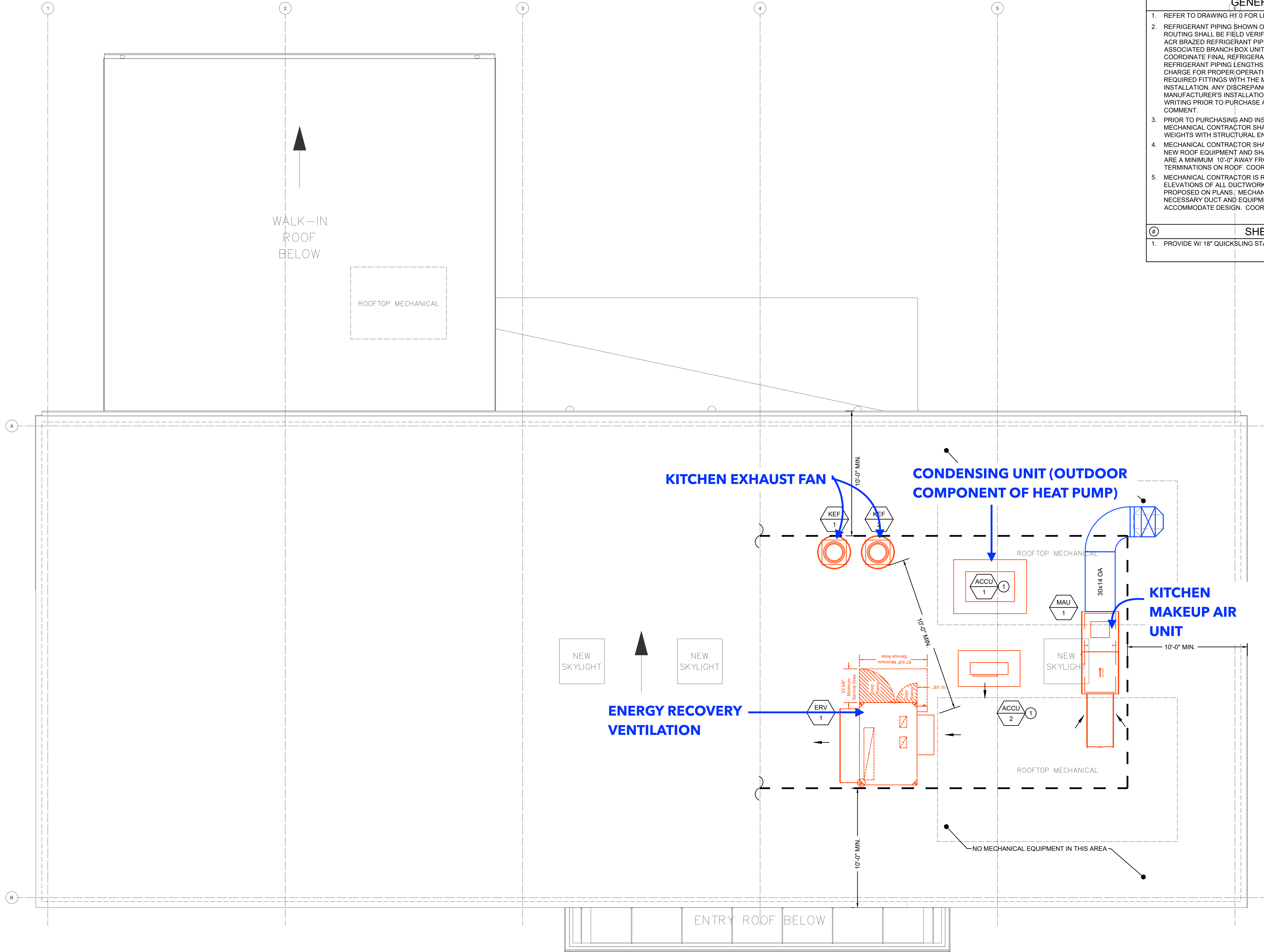
03.17.2025

Drawing No.

A130



dpbabin, March 12, 2025 - 3:35pm - 2024-279 H2.2 HVAC Roof Planning



ROOF PLAN
SCALE: 1/8"=1'-0"

GENERAL NOTES

1. REFER TO DRAWING H1.0 FOR LEGENDS, NOTES & ABBREVIATIONS.
2. REFRIGERANT PIPING SHOWN ON FLOOR PLANS IS DIAGRAMMATIC; EXACT ROUTING SHALL BE FIELD VERIFIED. MECHANICAL CONTRACTOR MUST USE ACR BRAZED REFRIGERANT PIPING FROM CONDENSING UNITS TO THEIR ASSOCIATED BRANCH BOX UNITS. MECHANICAL CONTRACTOR TO COORDINATE FINAL REFRIGERANT PIPE SIZES, QUANTITY OF LINESETS, REFRIGERANT PIPING LENGTHS, PIPING OFFSETS, CORRECT REFRIGERANT CHARGE FOR PROPER OPERATION PER MANUFACTURER AND ANY OTHER REQUIRED FITTINGS WITH THE MANUFACTURER PRIOR TO PURCHASE AND INSTALLATION. ANY DISCREPANCIES BETWEEN FLOOR PLANS AND MANUFACTURER'S INSTALLATION INSTRUCTIONS SHALL BE SENT TO CSI IN WRITING PRIOR TO PURCHASE AND INSTALLATION FOR CSI'S REVIEW AND COMMENT.
3. PRIOR TO PURCHASING AND INSTALLATION OF ANY NEW ROOF EQUIPMENT, MECHANICAL CONTRACTOR SHALL COORDINATE NEW EQUIPMENT WEIGHTS WITH STRUCTURAL ENGINEER.
4. MECHANICAL CONTRACTOR SHALL FIELD VERIFY FINAL LOCATION OF ALL NEW ROOF EQUIPMENT AND SHALL ENSURE ALL NEW/EXISTING INTAKES ARE A MINIMUM 10'-0" AWAY FROM ALL NEW/EXISTING EXHAUST TERMINATIONS ON ROOF. COORDINATE IN FIELD.
5. MECHANICAL CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND ELEVATIONS OF ALL DUCTWORK AND MECHANICAL EQUIPMENT AS PROPOSED ON PLANS. MECHANICAL CONTRACTOR SHALL PROVIDE ALL NECESSARY DUCT AND EQUIPMENT SUPPORTS AS REQUIRED TO ACCOMMODATE DESIGN. COORDINATE IN FIELD.

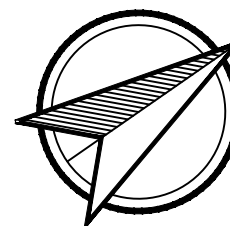
SHEET NOTES:

1. PROVIDE W/ 18" QUICKSLING STAND



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603-319-8244

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NORTH

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15 RYDER ST.

ARLINGTON
BREWING CO.

REVISIONS:

Date	Description

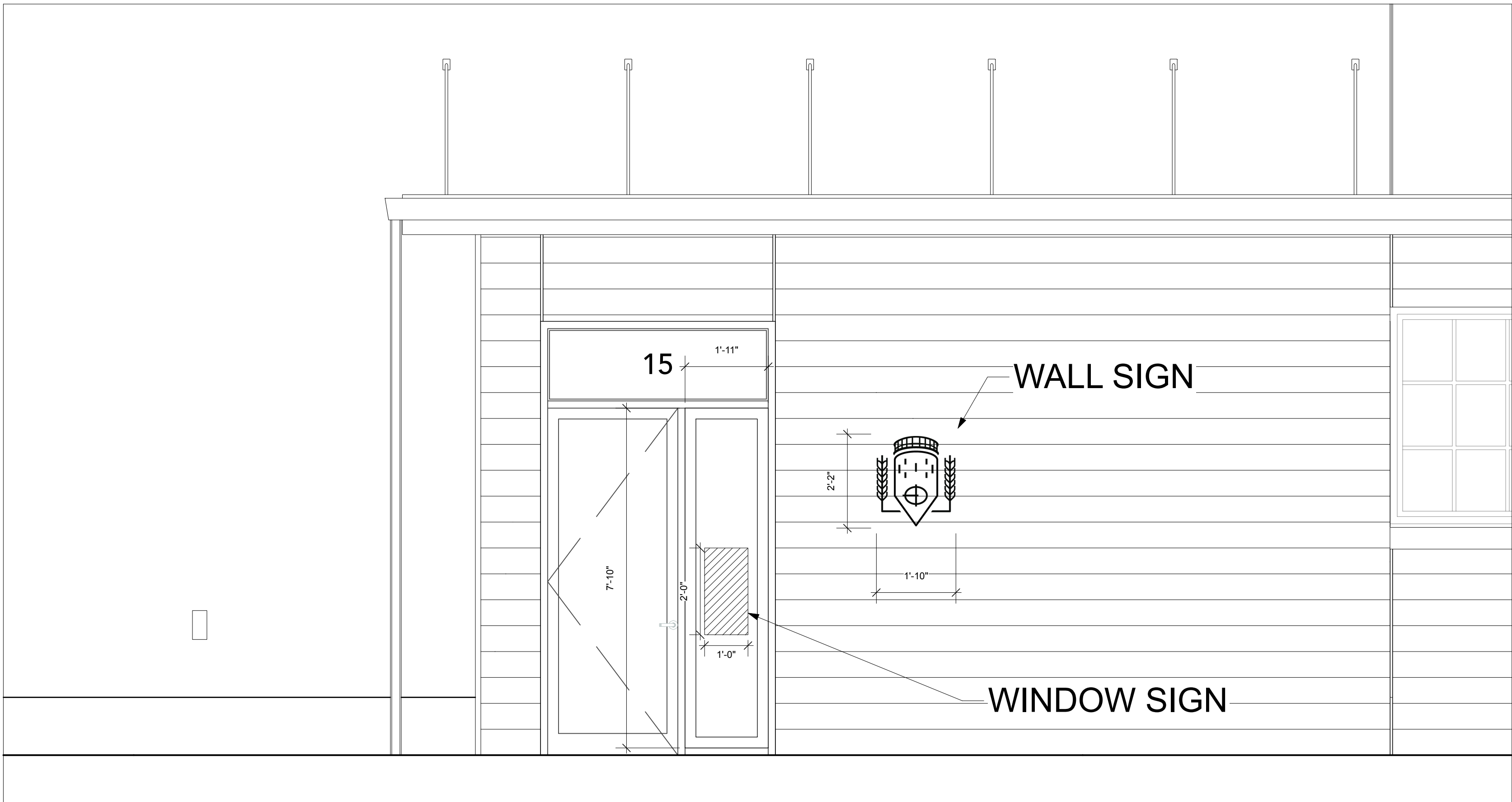
SUBMISSION
XX/XX/2025

NOT FOR CONSTRUCTION

CSI Project Number: 2024-279
Scale: 1/8"=1'-0"
Drawn By: XX
Checked By: JAC
Date: XX/XX/2025

ROOF PLAN

H2.2
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1 North Elevation - Proposed Sign
Scale: 1/2" = 1'-0"



2 East Elevation
Scale: 1/4" = 1'-0"

WINDOW SIGN

- 2 SQ.FT WINDOW SIGN
- NON ILLUMINATED
 - ILLUMINATED BY ROOF OVERHANG
- 20% OF WINDOW AREA.
(2 SQ.FT SIGN / 10 SQ.FT WINDOW AREA = 0.20)
- CUT VINYL LETTERS
 - ARLINGTON BREWING COMPANY
 - TAPROOM
 - HOURS OF OPERATION
 - NO SMOKING

WALL SIGN

- 4 SQ.FT WALL SIGN
- NON ILLUMINATED - BACKLIT
- CUSTOM SHAPED (CNC) PAINTED BLACK COMPOSITE MATERIAL

WALL SIGN - PAINTED

- 40 SQ.FT PAINTED WALL SIGN
(10% INCREASE FOR PAINTED SIGN IN EFFECT)
- TOTAL ALLOWED = 40 SQ.FT
- WALL SIGN ON FRONT ELEVATION = 4 SQ.FT
- REMAINING = 36 SQ.FT
- 10% INCREASE FOR PAINTED WALL SIGN = 3.6 SQ.FT
- TOTAL = 39.6 SQ.FT

- EXTERNALLY ILLUMINATED
- 31% OF BUILDING ELEMENT WIDTH
- 34% OF BUILDING ELEMENT HEIGHT
- PROFESSIONALLY PAINTED BLACK

Issue			Revision		
No.	Date	Issue Notes	No.	Date	Revision Notes
<div>Reisen Design Associates</div> <div>ARCHITECTURE</div> <div>32R Essex Street, Studio 6</div> <div>Cambridge MA</div> <div>02139</div> <div>(617) 876-7440</div>			Consultant		
Project Title					
Arlington Brewing Co.					
15 Ryder St.					
Arlington MA					
Sheet Title					
Proposed Sign Placement					
NOT FOR CONSTRUCTION	Project ID		Drawing No.		
	Drawn By		A230		
	Reviewed By				
	Scale				
	Date				
	As Noted				
03.17.2025					



LEED v4.1 BD+C
Project Checklist

Project Name: Arlington Brewing Company - 15 Ryder St
Date: 2025-03-14

Y ? N

			Credit	Integrative Process	1	Comment / Narrative
7	0	0	Location and Transportation			
			Credit	LEED for Neighborhood Development Location	16	
1			Credit	Sensitive Land Protection	1	This project is building on previously developed land.
			Credit	High Priority Site and Equitable Development	2	
4			Credit	Surrounding Density and Diverse Uses	5	The walk score for 15 Ryder St is 86
						The location does not meet this requirement. Requierent is 72/30 trips (weekday/weekend) . Existing total is 60/36. Route 77 = 36/36, Route 67 = 24/0
			Credit	Access to Quality Transit	5	
			Credit	Bicycle Facilities	1	The project meets this criteria except for showers.
1			Credit	Reduced Parking Footprint	1	Parking footprint is 21% of baseline requirement - Appendix 4 requirement is 81.3 TOTAL ==> 77.4 restaurant (3872sf*20spots/1000sf) + 3.9 manufacturing (2133sf*1.85spots/1,000sf)
1			Credit	Electric Vehicles	1	Stretch energy code requires rediness for 2 EV stations

3	0	0	Sustainable Sites			
Y			Prereq	Construction Activity Pollution Prevention	Required	
1			Credit	Site Assessment	1	Project takes into account various site considerations.
1			Credit	Protect or Restore Habitat	2	Project includes 22% restored area, with calculation based on leased premises.
			Credit	Open Space	1	
			Credit	Rainwater Management	3	
			Credit	Heat Island Reduction	2	
1			Credit	Light Pollution Reduction	1	Light pollution considerations are required by town bylaws

10	0	0	Water Efficiency			
Y			Prereq	Outdoor Water Use Reduction	Required	
Y			Prereq	Indoor Water Use Reduction	Required	
Y			Prereq	Building-Level Water Metering	Required	
2			Credit	Outdoor Water Use Reduction	2	No irrigation required for landscaping.
5			Credit	Indoor Water Use Reduction	6	46.7% reduction from current baseline including bar and brewery faucets
2			Credit	Optimize Process Water Use	2	Reclaim 100% of brewing process water for reuse in product.
1			Credit	Water Metering	1	Install dedicated water meters for indoor plumbing and fixtures and brewing process

16	0	0	Energy and Atmosphere			
Y			Prereq	Fundamental Commissioning and Verification	Required	
Y			Prereq	Minimum Energy Performance	Required	
Y			Prereq	Building-Level Energy Metering	Required	
Y			Prereq	Fundamental Refrigerant Management	Required	
2			Credit	Enhanced Commissioning	6	Building Enclosure Commissioning - required for stretch energy code
10			Credit	Optimize Energy Performance	18	MA energy code compliance = 20% savings, 5 points ZFF mandate compliance = 25% savings, 5 points
			Credit	Advanced Energy Metering	1	
			Credit	Grid Harmonization	2	
3			Credit	Renewable Energy	5	100% renewable energy from Arlington Community Energy
1			Credit	Enhanced Refrigerant Management	1	Use only refrigerants with ODP=0, GWP<50

5	2	0	Materials and Resources			
Y			Prereq	Storage and Collection of Recyclables	Required	
5			Credit	Building Life-Cycle Impact Reduction	5	Build will reuse at least 60% of existing structural elements, with the goal to get to 75%
	1		Credit	Environmental Product Declarations	2	Strive to use products with EPD certifications.
	1		Credit	Sourcing of Raw Materials	2	Responsible sourcing of at least 15% building products
			Credit	Material Ingredients	2	
			Credit	Construction and Demolition Waste Management	2	

5	2	0	Indoor Environmental Quality			
Y			Prereq	Minimum Indoor Air Quality Performance	Required	
Y			Prereq	Environmental Tobacco Smoke Control	Required	
1			Credit	Enhanced Indoor Air Quality Strategies	2	We plan to install entryway system, filter outdoor air, filter recirculated air, operable windows, and CO2 monitor.
3			Credit	Low-Emitting Materials	3	4 categories
			Credit	Construction Indoor Air Quality Management Plan	1	
			Credit	Indoor Air Quality Assessment	2	
			Credit	Thermal Comfort	1	
1	1		Credit	Interior Lighting	2	We will install a lighting control system that provides dimmable lighting. Additionally, we will target glare reduction and color rendering strategies.
			Credit	Daylight	3	
			Credit	Quality Views	1	
	1		Credit	Acoustic Performance	1	Sound transmission, reverbration time

1	0	0	Innovation			
1			Credit	Innovation	5	Reduced parking footprint achieves 79% reduction
			Credit	LEED Accredited Professional	1	

4	0	0	Regional Priority			
1			Credit	Regional Priority: Specific Credit - Indoor water use reduction	1	
1			Credit	Regional Priority: Specific Credit - Renewable energy	1	
1			Credit	Regional Priority: Specific Credit - Optimize energy performance	1	
1			Credit	Regional Priority: Specific Credit - Building lifecycle impact reduction	1	

51	4	0	TOTALS		Possible Points:	110
Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110						

CYCLESafe BICYCLE LOCKER SYSTEMS PROPARK® SERIES



Setting
the
Standard
for
Secure
Bicycle
Parking



CycleSafe®
SECURE BICYCLE PARKING

What is a CycleSafe Bicycle Locker?

A bicycle locker is like a garage for your bicycle. Bicycle lockers provide excellent, secure bicycle parking by providing protection from theft, vandalism and inclement weather. The lockers are designed to accommodate one bicycle per door along with gear such as panniers, lights, helmets, etc.

CycleSafe creates long lasting products with high quality materials that support sustainable solutions, manufactured to ISO 9001/14000 quality and environmental standards. Products that last longer enable society to conserve resources with a lower impact on the environment with energy efficiencies and raw material management.

Users receive one key that opens one locker. Each locker has a unique lock and key to provide maximum security. Key duplication is restricted to authorized users only.

Keyless bicycle parking is available with CycleSafe Smartloc™ Wireless System. This innovative technology allows wireless management of multiple lockers with existing proximity card or keypad access.

Cyclists reserve a locker with a rental application for long or short term use from your local Bike Parking Administrator. Locker management recommendations with sample rental agreements, marketing programs and database management are available to implement your program.

CycleSafe enhances communities with green building products to provide peace of mind for the cyclist and the owner.



Space efficient bike lockers are angular compartments to back a bike into a pie shaped stall accessed by an individual locked door.

Fitting all standard bicycles, dimensions are 4' (1.2m) high X 6' 6" (2.0m) deep X 3' 3" (0.9m) wide. Double-Tier units increase capacity with a reduced footprint.

About CycleSafe, Inc.

CycleSafe is the #1 choice of cyclists and facility managers worldwide.

CycleSafe serves planners for transit, education, corporate, government, and healthcare facilities by providing bicycle parking solutions with the best in quality, innovation, and reliability. Our products help achieve healthy and sustainable communities and increase employee productivity, recruitment, and retention.

Founded over 35 years ago, CycleSafe has locker installations in many international locations including the United States, Japan, Canada, Ireland, Scotland, England, The Netherlands, and France still in use. Our high manufacturing quality standards and engineered materials make our lockers the top choice of facility planners worldwide.



CycleSafe supports several organizations that promote bicycle advocacy and alternative transportation. We're committed to being an active participant in creating a safer, healthier environment and society.

Sponsors of:



US Green Building Council



Bikes Belong Coalition



Safe Routes to School



Association for Commuter Transportation



Association of Pedestrian and Bicyclist Professionals



League of American Bicyclists



peopleforbikes.org
People for Bikes

Versatile System Solutions

The bicycle locker pioneer: CycleSafe lockers are engineered with high strength poly-resin composites with the high impact resistance of structural steel. The benchmark in secure bicycle parking, CycleSafe offers the most secure, versatile and cost effective bicycle locker to outperform and outlast the competition.

Our quality manufacturing standards produce a rigid structure that ships knocked down in kit form for ease of assembly for reduced freight, or pre-assembled and shipped upon request.

Product Overview

The ProPark® series by CycleSafe is a modular, interlocking locker system that stores bikes and gear in a weatherproof, fire-retardant, vandal-deterrent structure.

A standard unit has a door on each side with a diagonal interior partition, creating two triangular stalls to stow bikes horizontally with handlebars near the door. This modular system can be configured to meet any site's specifications, designed to be flexible, to accommodate future expansion. Models and features may include:

- Single-Sided Access (limited access)
- Double-Sided Access (standard model)
- CycleSafe Electronic Access Door (long term/short term keyless entry)
- Double-Tier Locker (high capacity)
- Display Side Panels (marketing and communications)
- Storage Bins (cyclists gear)

Setting the Standard for Secure Bicycle Parking

- Awarded the first bicycle storage patent issued in the U.S.
- Industry's most durable locker, with a 30-plus year proven product life
- Selected by more North American transit agencies, corporations, and institutions than any other cycle storage unit
- Five-year limited warranty
- Manufactured to ISO 9001 and 14000 international quality
- Contributes to LEED certification
- Made in the USA



At a transit hub, on campus, or at the office, CycleSafe lockers promote community health and fitness.

Know the CycleSafe Difference

CycleSafe takes pride in engineering products for the best performance—both for the locker owner and for the cyclist.

Security

- **Unmatched durability.** CycleSafe ProPark® series lockers are made of high-density polyester SMC (sheet molding compound) with long-glass fiber reinforcement. This impact-resistant, flame-retardant composite material will not crack, dent, warp, corrode, or sustain UV degradation. With more than 70 percent mineral content, our proprietary composite is one of the strongest structural materials available and the most durable composite used in the locker industry. Hardware is also selected for quality, with all exposed metal made of stainless steel.
- **Secure design.** The patented interlocking design incorporates structural features that make it secure against pry bars, knives, weather, and fire—problems that often plague other bike storage products.
- **Superior locks.** The standard lock is a pop-out T-handle mechanism with an Abloy® high-security locking cylinder—one of the best exterior locksets on the market. Abloy locks use a key-control system that prohibits key copying except through a certified service center. (Other brands available upon request only)



Versatility

- **Appearance.** Clean lines, neutral colors, and custom design options and finishes make CycleSafe lockers compatible with any architectural setting.
- **Space.** Efficient interior space of only 10 sq. ft. per locker accommodates even large bikes, scooters, or personal mobility transporters. Promotes site sustainability – as many as 20 bikes can be stored in the area of a single parking space using our double tiered system.
- **Options.** A wide variety of configuration, lock, and accessory options provide solutions for any site.
- **For the future.** Modular system flexibility allows for future relocation, expansion, or upgrade. Double your capacity by adding a double tier or upgrade to electronic access.

Beyond conventional materials, thermoset composites unique properties are engineered for demanding applications.

Lowest Lifecycle Cost

- **Durable.** While other bike lockers warp, crack, rust, fade, and sag, our industrial-grade lockers look and perform like new after decades of use.
- **Flame-resistant.** Some lockers on the market go up in flames when ignited; ours are rated self-extinguishing. A very important feature to know that even an isolated fire will not travel to surrounding lockers.
- **Low-maintenance.** Maintenance is as simple as an occasional cleaning, and our coating has graffiti-resistant properties to allow for easy removal and restoration to original finish.
- **Smart investment/Cost sharing Programs.** Leverage your return on investment in CycleSafe through locker rental, leasing programs and advertising on display end panels.

Contact CycleSafe for specifications and certifications on our engineered products.

“I’ve had years of experience with five or six other bike locker brands, and CycleSafe provides the best quality.”

Angela Rae,
Trip Reduction Administrator,
Apple Computer



CycleSafe Systems are selected by more Agencies and Companies worldwide than any other bicycle storage unit.

Engineering /Architectural / Contracting

Adolfson & Peterson Construction
Austin Tao & Associates
Hilderman Thomas Frank & Cram
Peter A. Basile Sons Inc.
Johnson Mirmiran & Thompson

Education/Universities

Ellisville State School
UC Santa Barbara
University of Vermont
University of Michigan
Oregon Health and Science University
University of Oregon
McMaster University
California State University
Edinburgh University (UK)
Rutgers University
Sacramento State University
San Francisco State University
Stanford University
State University of New York
University of Minnesota
University of San Francisco
University of Washington
University of Wisconsin

Corporate

Lockheed Martin
Marnell Carrao
WSI
Rockville Town Square
Salt River Project
Victoria Airport Authority
Eaton Corporation
Hines Corporation
2000 Tower Oaks Development

Rockville Town Square
Apple Computer
Bayer Corporation
GlaxoSmithKline
Hewlett Packard
IBM Corp.
Intel
Merck & Co.
Siemens

Government/Municipal

U.S. Dept. of Energy
U.S. Environmental Protection Agency
U.S. Air Force, Army, Navy
City of Phoenix
City of Indianapolis – Bikeport LLC
Mid-America Regional Council
Missoula In Motion
City of Toronto
Cincinnati Police Department
City of Upland
Dakota County
City of Grand Rapids
CID Corry Station
OKI Regional Council of Governments
Regional Municipality of Waterloo
City of Blue Springs
City of Amsterdam (NL)
City of San Francisco

Transit

Vancouver Translink
Pierce Transit
King County Metro
Washington Metro Area Transit Agency
New Jersey Transit
Glendale, AZ Park and Ride Facility
Sound Transit

Chicago Area METRA
LA County METROLINK
Minnesota Rideshare
Seattle Metro Transit Authority
State of Connecticut DOT
State of Maryland DOT
Surrey County Council (UK)

Medical/Healthcare/Fitness

National Institute of Fitness
BikePort LLC
Northwestern Memorial Hospital
VA Medical Hospital – San Francisco
South Central Foundation Health Care Organization
Palomar Pomerado Health
Barnsley General Hospital (UK)
BJC Health Center, St. Louis
Blackpool Victoria Hospital (UK)
Montreal General Hospital
Nottingham City Hospital (UK)
San Francisco General Hospital
Stanford Medical Hospital

Property Management

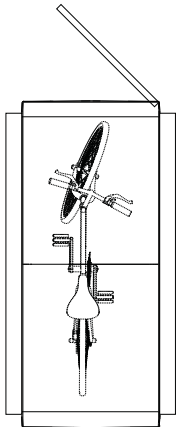
MCG Development
Oakhurst Capital Partners
Dana B. Kenyon Company
McKinley Properties
Cousins Properties
Standard Pacific Homes
AMLI Residentia

Structural Options

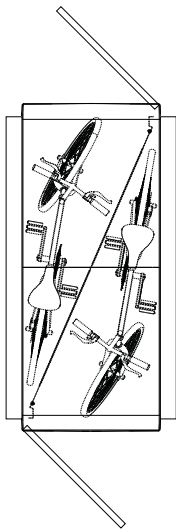
*Standard Model SM/M02
2 Bike Capacity*



*Standard Model SM/M10
10 Bike Capacity*



*SM/S01
Standard
Model
Single Side
Access
1-Door
1 or 2 Bike
Capacity*



*SM/M02
Standard
Model
Double Side
Access
2-Door
2 Bike
Capacity*

Since facility needs and requirements vary, CycleSafe offers a full range of models, upgrades, and accessories for our locker system.

Standard Model (SM)

The industry standard for bicycle commuters, this system accommodates two bicycles, one per door. This Standard model is the basis for all the CycleSafe models and supports the Security and Quality claims. Units are modular and may be expanded or upgraded to accommodate site or program requirements.

Door-View Model (DV)

The Door View model provides managers the ability to monitor locker contents or usage without allowing a full public view. It features a framed 11" x 11" polycarbonate window in the door.



DV/M02

Side-View Model (SV)

The end panels on the Side View model have weatherproof, shatterproof polycarbonate inserts 23" x 60" that make the locker contents instantly visible for security purposes – and for locating an available locker. A polycarbonate interior partition allows a clear view through a row of lockers. Perforated metal or other architectural materials may be specified.



SV/M02

View-Thru Model (VT)

This model offers full view thru, combining a window in the door, end panels and interior partitions to allow full public view of contents and locker availability. Polycarbonate is the standard material for viewing, perforated metal inserts can be substituted for minimizing visibility.



VT/M02

Double-Tier Model (DT)

The Double Tier model offers maximum space efficiency to double the bike parking capacity by stacking a second locker on top of a lower locker. Similar to lifting a bike on a car roof rack, twice as many lockers can be added without increasing the footprint. The lock mechanism is located at the base of the upper door for easy access. A door check holdback mechanism props the door open for ease of entry. A retrofit kit is available to add double tier units to existing locations. Double Tier units measure approximately 101" in height, and can be specified with Door View windows.



DT/M04

Smartloc™ CycleSafe Keyless Access

This CycleSafe Smartloc design provides cyclists user access to lockers with a plethora of benefits.

Smartloc Electronic Access facility manager Benefits:

- Administrative monitoring & reporting
- Revenue generating via hourly, daily, or even monthly use rentals.
- Further revenue opportunities through bike or personal mobility device rentals.
- Automated credit/debit card billing directly to the end user.
- Increased locker occupancy rates by enabling multi-user access to each locker.
- Identify and track users through online membership database.
- Eliminates need for management of door key distribution and locker assignment.

Smartloc Electronic Access end user Benefits:

- Keyless access, on demand use.
- Safe secure and flexible program for parking bikes.
- 24/7 online availability and reservation capabilities.
- Unique key code combinations for each access event.
- Convenient & inexpensive means to protect your valuable bicycle transportation.

For further information contact info@cyclesafe.com or your local representative for details.

Single-Side Access Option

If your site plan requires lockers to be placed against a wall due to limited space, choose the Single Sided Access option. Each locker provides parking for one or two bikes, with a fixed rear panel with no interior partition. This model can also be specified with or without windows for viewing contents or locker availability. See chart on page 11 for ordering details.



*SM/S01
Single-Sided Access Option*

Display Panel Options

CycleSafe's display end panels give users unlimited options for integrated communications or architectural enhancements.

- **Communications:** The recessed portion of the end panel (24" x 60") allows you to incorporate promotional messages, including custom logos and transit maps, or to sell revenue-generating ad space. Our most popular design incorporates an aluminum poster grip frame, making it easier to interchange promotional formats. Other display formats include adhesive labels, backlit panels, and programmable LED displays.



SM/M06 with Wayfinding panel



SM/M08 with Promotional panel

Interior Partition Options

The standard interior partition is made of SMC or Poly resin composite 3/16th thickness. Other available options include: coated metal partitions or clear polycarbonate.



Interior partition

Lock Options

CycleSafe offers a full line of locking options to fulfill your locker access control & key management needs. Solutions include:

#10605 Standard T-Handle removable plug lock to Abloy® Exec Series Maximum Security vending cylinder lockset (UL 437 rated) with factory restricted keys, w/3 keys provided, keyed different. Disc tumbler cylinder contains few moving parts and offers picking and environmental resistance. The steel bolt provides maximum resistance against attack by pulling. Nickelsilver key with heavy duty polymer key bow.



#10607 Upgrade T-handle removable plug lock to Abloy® Exec Series cylinder w/Masterkeying. Abloy's® unique rotating disk locking mechanism provides master-keying possibilities and superior resistance to corrosion, manipulation and attack.

#11680 Exterior mount GE Key Safe Box: Stores keys for short term on-demand use with programmable coded access per door.



#15740/15741 ProPark Door with Bluetooth Cellular Access that integrates with a management app to locate, reserve, rent and pay for bike locker usage on demand. Includes key fob override with Auxiliary Power Pack. QR code entry optional.



#15745 Retrofit Kit for existing installation for Bluetooth Cellular Access system.

#15855/15856 KeyInCode Locker Door with manually programmable keypad, master key override and internal egress. ADA Compliant.



#10720 Padlockable Handle with spring return includes bracket to secure user supplied padlock or bicyclist U-Lock (cyclists or owner to provide lock) to replace T-Handle. Zinc coated/heavy duty construction handle or stainless steel handle upon request. Intended for open- access bicycle lockers.



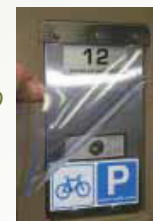
#15600 ProPark Door with Trilogy Lock by Alarm Lock (PDL 6100) with proximity Smart Card (HID) or Pin combination to replace T-Handle. Intended to provide restricted access for allocated use.



#15720/15721 Marks Locker Door with Bluetooth Cellular Access that integrates with a management app to locate, reserve, rent and pay for the bike locker usage on demand. Includes Master Key override, Internal Egress and optional QR Code entry. ADA Compliant.



#10792 Exterior Lock Weather Shield – protects lock in high moisture or low temperature environments shown w/door ID plate option



“Without hesitation we recommend CycleSafe as the best bike locker on the market.”

Michael Williams,
Manager of Transportation
Systems, University of
Washington

Accessories

Outfit your lockers with any number of special features based on site/
user demands. Options include:



#10635 Door check/holdback kit for propping door open, allowing unrestricted access



#10790 Coat hook, partition mounted, for hanging personal items – (2 double hooks per order)



#10768 Door mounted 4-1/2" x 5" stainless steel louvered vent to reduce heat, mold, mildew in extreme climates.



#19901 - 24" x 60"
#19905 - 44" x 72"
PosterGrip® snap-in aluminum frame for displaying ads, maps, etc. on display end panel:



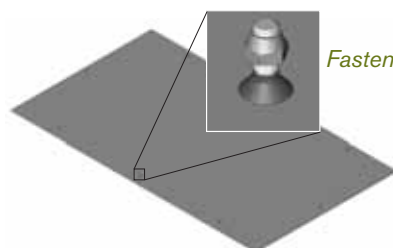
#10789 Door-mounted storage bin for non-View Thru models only



#15800 Power Center – GFI electrical outlet for charging Electric Bikes or other accessories



#10689 Aluminum mounting plate.
#10755 Interior door brace for asphalt/non-concrete surface



Fastener detail

10670 Floor panel, for SM/02



#10709 Bicycle parking decals

Available by special order

- Solar panel kit for electric bike charging station
- #10020 CycleManager® CD-ROM for locker program administration

Sample Configurations

Services

At CycleSafe, we complement our world-class products with a range of services to meet our clients' needs.

- **Technical assistance:**

Provided at no extra charge by our customer service representatives.

- **Customization:** Custom locker colors, custom design features, integration of customer logo, etc.

- **Delivery:** Via common carrier, palletized and ready to assemble. Units may be delivered fully assembled upon request; freight charges will apply.

- **Installation:** Complete step by step installation manual is provided with all orders. Installation referrals are available in some areas.

- **Consulting:** Site planning and product layout services available for cost efficient maximized bicycle parking upon request.

For more information, call us at 888-950-6531.

Model Styles

SM – Standard two door, a free standing and anchored locker allows access from both sides for optimum individual security. (One of our most popular configurations).

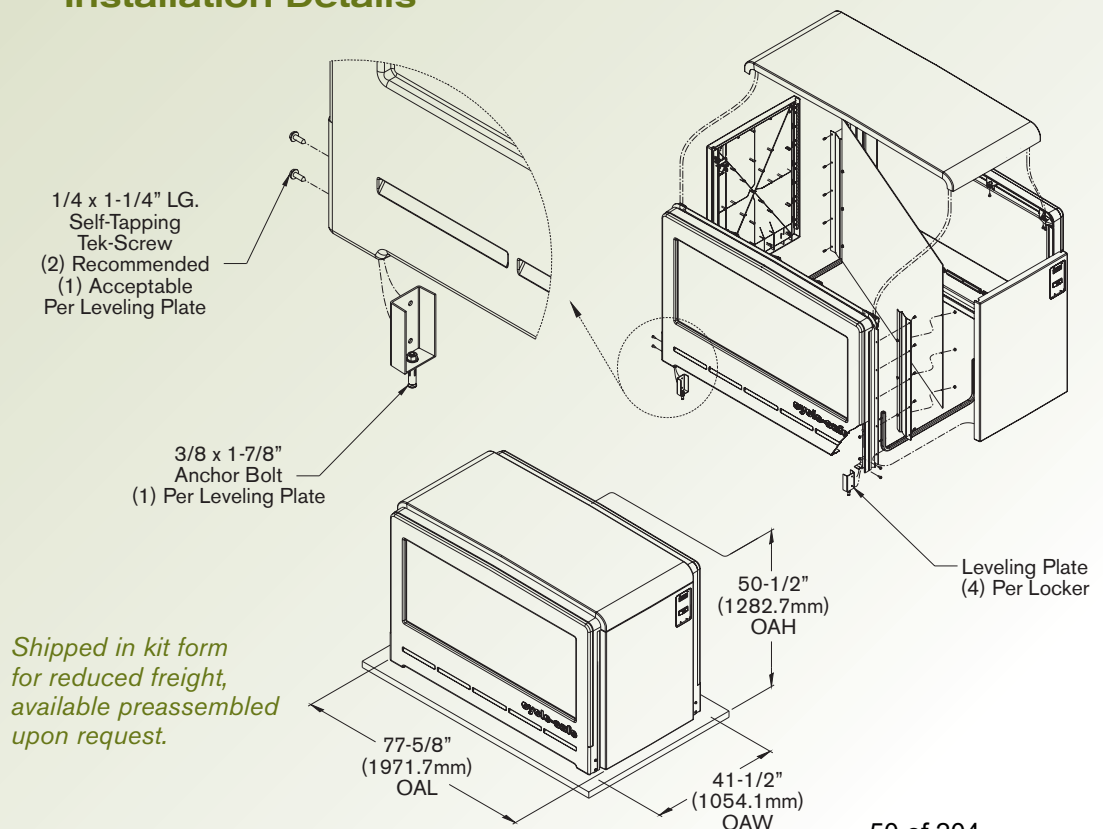
DV – Door-View offers a framed 11" x 11" polycarbonate window in the door to monitor locker contents or usage without a full view of interior.

SV – Side-View provides visibility of the locker contents with a weatherproof and shatter-proof polycarbonate insert 23" x 60" on the end panels with a polycarbonate interior partition to allow a clear view through a row of lockers. Perforated metal can be specified to limit visibility into the lockers.

VT – View-Thru combines both the door view window, side panels and interior partitions to provide full public view of contents and locker availability. Polycarbonate is the standard material for viewing, perforated metal inserts can be substituted for minimizing visibility.

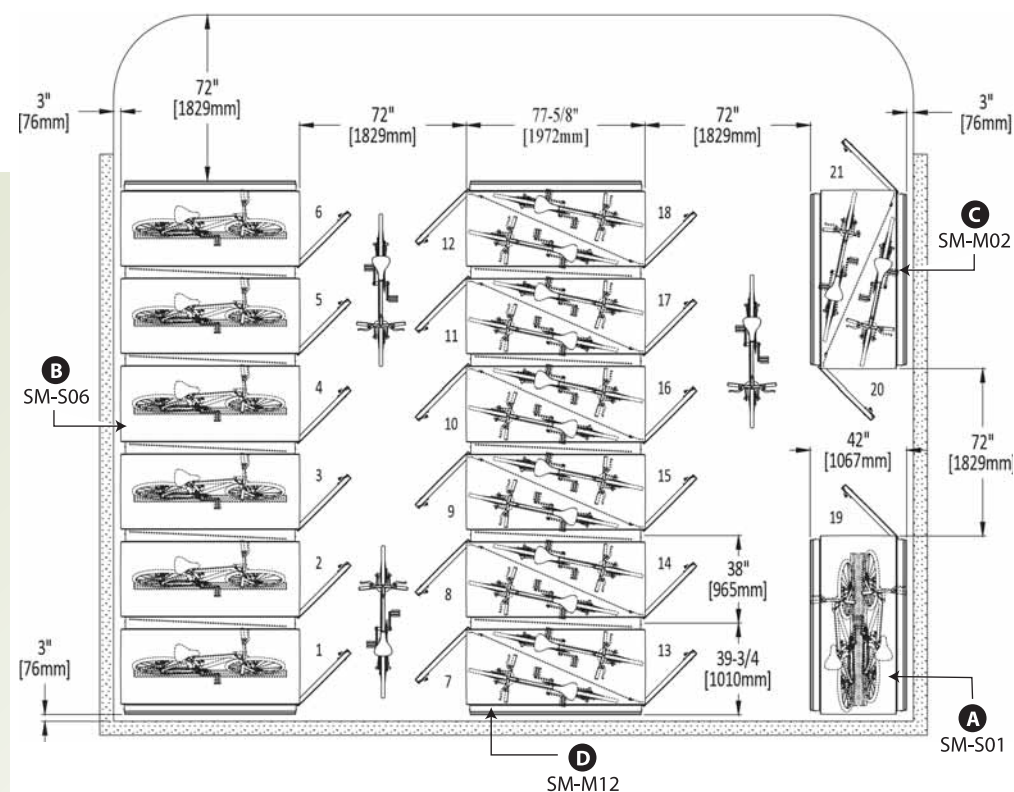
DT – Double-Tier maximizes space efficiency and bike parking capacity placing a second row of lockers on top of a bottom row of lockers with a minimal footprint. A door check holdback kit props the door open for ease of entry. May be specified with single sided access or view thru options.

Installation Details



50 of 204

CycleSafe ProPark Series Bicycle Locker Layout



CycleSafe ProPark Series Locker Clearance & Capacities

- A** SM-S01 – one door access for 1-2 bikes
- B** SM-S06 – one door access for 6 bikes
- C** SM-M02 – two door access for 2 bikes
- D** SM-M12 – two door access for 12 bikes

Also available:

- DT/SM-M04 – double tier 4 door access for 4 bikes (not shown)
- DT/SM-S02 – two door single access for 2 bikes (not shown)

SM = Standard Model, Two Door
DV = View Thru Door
SV = Side View
VT = View Thru/Full
DT = Double Tier

All locker systems are 4'2" high x 6'6" deep x length listed in chart below.

S = Single Side Access (1) Door M = Double Side Access (2) Door

Part #	Model & Option Description
SM-S01	Standard Model + (1) Door = (1/2) Bike Capacity
SM-M02	Standard Model + (2) Doors = (2) Bike Capacity
DV-M02	Door-View + (2) Door Access = (2) Bike Capacity
SV-M04	Side-View + (4) Door Access = (4) Bike Capacity
VT-M06	View-Thru + (6) Door Access = (6) Bike Capacity
DT/SM-M24	Double-Tier + (24) Doors = (24) Bike Capacity

Model	Name	Description
SM	Standard	No Windows
DV	Door-View	Windows in Doors
SV	Side-View	Windows in Sides
VT	View-Thru	Windows in Doors & Sides
DT	Double-Tier	Stacked Lockers & Spacers

M02 Locker Dims are 50-1/2" OAH x 42" OAW x 77-5/8" OAL

Part Number	(2) Door Model / Number of Bicycles				Shipping Weight	
	SM	DV	SV	VT	LB	KG
M02	02	02	02	02	450	204
M04	04	04	04	04	760	345
M06	06	06	06	06	1120	508
M08	08	08	08	08	1350	612
M10	10	10	10	10	1740	789
M12	12	12	12	12	1970	894
M14	14	14	14	14	2280	1034
M16	16	16	16	16	2590	1175
M18	18	18	18	18	2900	1315
M20	20	20	20	20	3310	1501
M22	22	22	22	22	3590	1628
M24	24	24	24	24	3870	1755

Part Number	Model DT/	Shipping Weight	
		LB	KG
M04	04	912	414
M08	08	1544	700
M12	12	2276	1032
M16	16	2748	1246
M20	20	3540	1605
M24	24	4012	1820
M28	28	4644	2106
M32	32	5276	2393
M36	36	5908	2680
M40	40	6740	3057
M44	44	7312	3317
M48	48	7884	3576

Row Length	
IN	CM
43	109
81	206
119	302
157	399
195	495
233	592
271	688
309	785
347	881
385	978
423	1074
461	1171

Part Number	(1) Door Option / Number of Bicycles				Shipping Weight	
	SM	DV	SV	VT	LB	KG
S01	01	01	01	01	393	178
S02	02	02	02	02	646	293
S03	03	03	03	03	949	430
S04	04	04	04	04	1122	509
S05	05	05	05	05	1455	660
S06	06	06	06	06	1628	738
S07	07	07	07	07	1881	853
S08	08	08	08	08	2134	968
S09	09	09	09	09	2387	1083
S10	10	10	10	10	2740	1243
S11	11	11	11	11	2963	1344
S12	12	12	12	12	3186	1445

Part Number	Model DT/	Shipping Weight	
		LB	KG
S02	02	798	362
S04	04	1316	596
S06	06	1934	877
S08	08	2292	1040
S10	10	2970	1347
S12	12	3328	1510
S14	14	3846	1745
S16	16	4364	1980
S18	18	4882	2214
S20	20	5600	2540
S22	22	6058	2748
S24	24	6516	2956

Row Length	
IN	CM
43	109
81	206
119	302
157	399
195	495
233	592
271	688
309	785
347	881
385	978
423	1074
461	1171

WINNER
of an
Award of Excellence
Society of Plastics
Industry

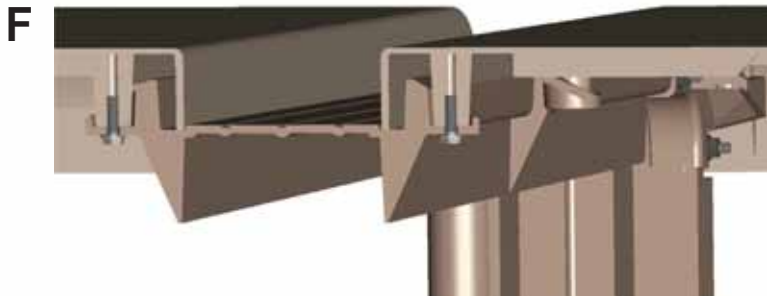
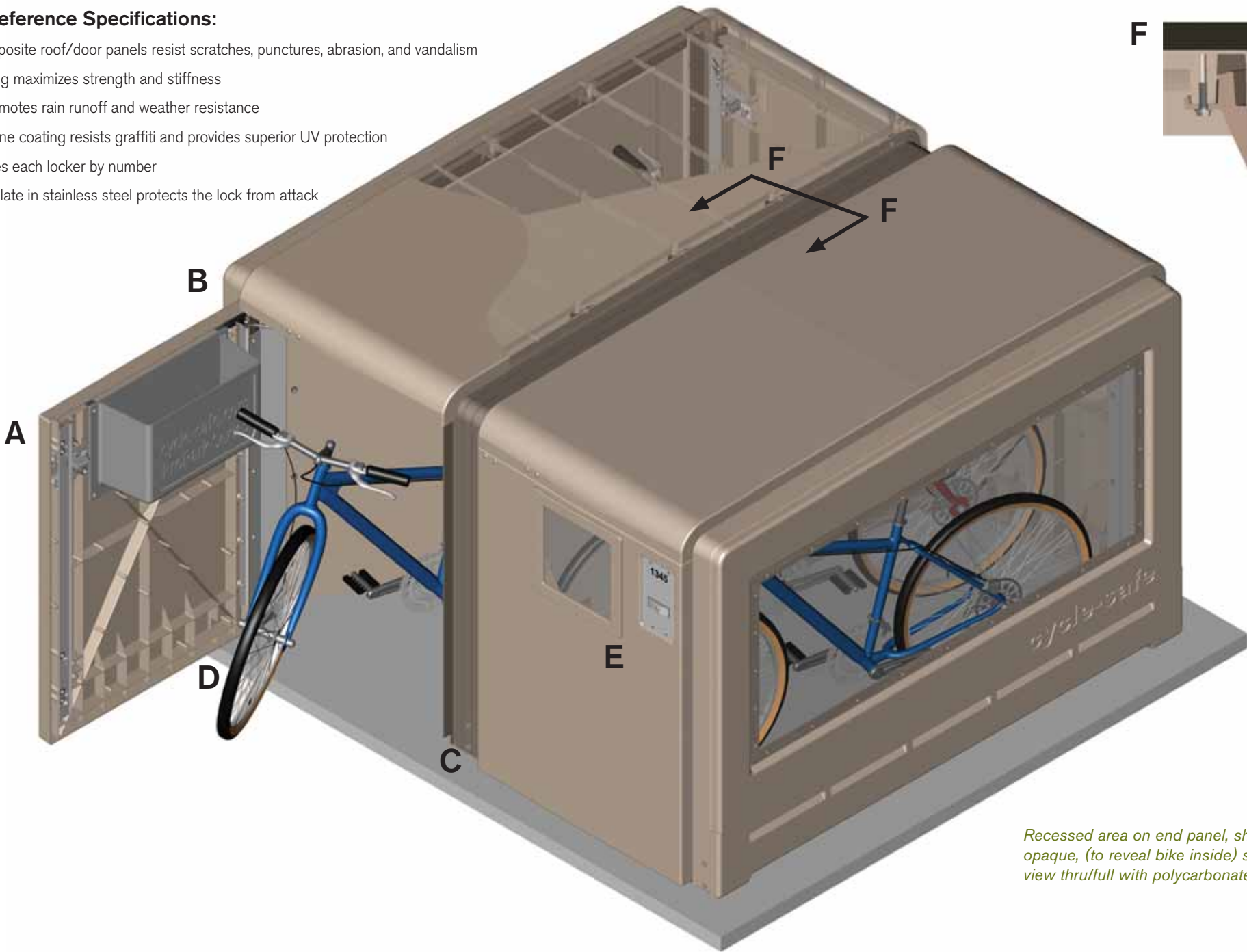
Sustainable Manufacturing

CycleSafe locker components are structurally engineered and compression molded in a 1,000-ton press at 300° F. These advanced composite parts use a closed-emission process that does not emit VOCs. Our product standards are environmentally sustainable. CycleSafe products meet ISO 9000 and 14000 requirements.



CycleSafe Preference Specifications:

1. Reinforced composite roof/door panels resist scratches, punctures, abrasion, and vandalism
2. Integral 2" ribbing maximizes strength and stiffness
3. Vaulted roof promotes rain runoff and weather resistance
4. Industrial urethane coating resists graffiti and provides superior UV protection
5. ID plate identifies each locker by number
6. Lock surround plate in stainless steel protects the lock from attack

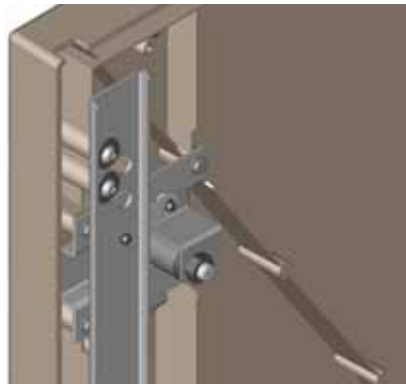


Patented, pry resistant, flanged panel edge interlocking design.

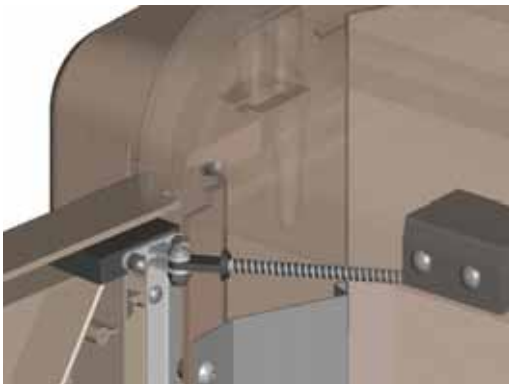
Recessed area on end panel, shown opaque, (to reveal bike inside) simulates view thru/full with polycarbonate panel.

ABLOY® EXEC High-Security Locks Loaded with Features:

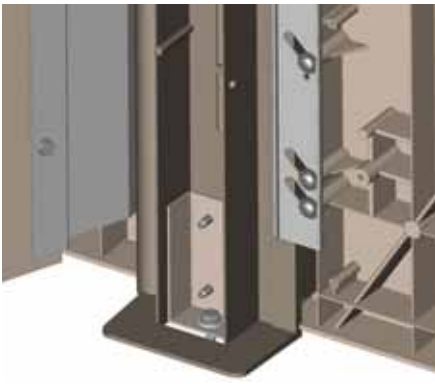
CycleSafe System uses ABLOY® EXEC keyway and maximum security T-handle cylinder. The ABLOY “Pull-Dog” cylinder design has maximum resistance to pulling, over 4,000 lbs. of pull strength. The new ABLOY EXEC disc cylinder allows for user-friendly operation and with millions of combinations per keyway it provides the extensive keying capabilities needed to ensure total key security. The absence of pins and springs ensures both durable and reliable operation, a superior lock design for severe environments. Other lock systems are available.



A Full-length stainless steel latch bar bolsters security



B Door check/hold back.



C Leveling plates anchor to concrete pad (or C-strut) with stainless steel expansion anchor bolts to allow 3" of vertical adjustment.



D Concealed piano hinge is full-length for door security.



E Framed polycarbonate door window and recessed lock area.

Complete Parking Solutions

To complete your bicycle parking program, CycleSafe offers a full line of secure bicycle parking products, including lockers, racks and shelters. Our range of materials, technologies and processing knowledge is unmatched in the industry.



CycleSafe Station -
*Double Tier Lockers, Cycle Port Shelters,
Vertical WallRack*



Cycle Port™ Shelter
U/2 Racks



U/2™ Bike Racks



Vintage® Bike Racks



WallRacks™



Bike Check™

Improve your community service and image. Contribute to alternative transportation. Promote healthy lifestyles. Maximize safety and security at your facility. CycleSafe products hold U.S. patents with new patents pending.



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“We installed 30
CycleSafe lockers
nearly 10 years ago.
...They're good
as new after all
these years.”

Brad Wade,
IBM Almaden
Research Center



TOWN OF ARLINGTON
DEPARTMENT OF PLANNING and
COMMUNITY DEVELOPMENT

TOWN HALL, 730 MASSACHUSETTS AVENUE
ARLINGTON, MASSACHUSETTS 02476
TELEPHONE 781-316-3090

MEMORANDUM

To: Claire Ricker, Director, DPCD

From: John Alessi, Senior Transportation Planner, DPCD

Date: March 24, 2025

RE: Preliminary Review - Arlington Brewing Company Transportation Components

The purpose of this memorandum is to provide a preliminary review to the Arlington Redevelopment Board (ARB) of the transportation-related components of the proposed Arlington Brewing Company (ABC) at 15 Ryder Street.

It is my understanding that the ARB requested comments from DPCD at their February 24, 2025 meeting regarding the transportation-related components of the proposed Arlington Brewing Company at 15 Ryder Street. Based on the information provided in the special permit application, it appears that the proposed development raises questions regarding parking supply and loading areas that could impact Ryder Street. Based on my observations of the area, review of the special permit application, and conversations from direct abutters, I can provide the following preliminary comments regarding the proposed development.

Existing Conditions – Ryder Street

Ryder Street is a private way, meaning the abutting property owners are also the owners of the roadway, not the Town. All maintenance, improvements, and regulations are the responsibility of the abutting property owners. According to state law, the Town is legally not permitted to construct improvements to a private way using public funds. As such, Ryder Street currently lacks the typical streetscape components that one might see on a public way, such as sidewalks. It is also my understanding that there are persistent parking issues on the private way due to sporting events taking place at the Ed Burns Arena or Summer Street Field. Ryder Street also serves as a key access point to the Minuteman Bikeway and neighborhoods north of it, particularly for Ottoson Middle School students. It also appears that some properties have their own parking regulations outside of their homes, but the street lacks consistent parking regulations.

Comments

The ABC provided a memorandum to the ARB on March 17, 2025 outlining their responses to comments received at the February 25, 2024 meeting. The following is a summary of my comments on the various transportation areas provided in the 3/17/25 memorandum.

Parking Supply

The proposed ABC site would benefit from its direct proximity to the Minuteman Bikeway, allowing more potential customers to make their trip to the site by walking or biking. There are also 22 short-term bicycle spaces at the front of the building off of Ryder Street. This should provide ample space for those travelling by bike to park at the main entrance of the building. It also appears that the ABC is providing as many vehicle parking spaces as possible at the site. Although the number of spaces at the proposed site is smaller than those available at other businesses, the

ABC's proximity to the Minuteman Bikeway should offset parking demand with more customers opting to walk or bike to the site instead. It should also be noted that employee parking being located off-site should assist in freeing up more parking spaces. The ABC may consider providing street level temporary signage, such as an A-frame sign, that indicates whether the parking lot is full.

Loading Areas

The ABC proposes that delivery trucks will enter the site's parking lot to make deliveries and then exit via the Artemis driveway. This is an important improvement from their original application because the delivery trucks will no longer need to back up onto Ryder Street, which can create potential conflicts with vehicles or people walking and biking. The ABC also includes a proposed Rideshare Pickup/Dropoff area at the front of the building. This will help ensure consistency with curbside use and make it easier for patrons to visit the ABC without needing to drive and park at the site.

Recommendations

Based on the aforementioned comments, I recommend that the ARB consider the following recommendations for the site:

1. ***Implement consistent parking regulations on Ryder Street (near-term)*** – In order to ensure that overflow parking does not take place on Ryder Street, the abutting residents to the private way should agree upon a consistent parking regulation such as 'Resident Parking Only – All Others Towed.' This can also help address the issue of illegal parking during sporting events. Since Ryder Street is a private way, the adjacent property owners have the right to create and enforce their own parking regulations such as this.
2. ***Consider making improvements to Ryder Street through the Town's Betterment Process (long-term)*** – The Town's Betterment Process can be used to design and construct improvements to Ryder Street that could include new sidewalks and curb to accommodate the proposed ABC and existing vehicle/multi-modal traffic on Ryder Street. As mentioned beforehand, this is something that the adjacent property owners would have to agree to do and pay for, since the street is a private way.

Please note the information provided in this memorandum is based on a preliminary review of the ABC's special permit application. If you or others at the ARB have any follow-up questions, please do not hesitate to reach out.



Town of Arlington, Massachusetts

Public Hearing: Docket #3348, 821-837 Massachusetts Ave (continued from March 10, 2025)

Summary:

8:35 pm The public hearing is continued to allow the Board to review and approve modifications to the previously issued Special Permit under Section 3.3, Special Permits, and Section 3.4, Environmental Design Review.

ATTACHMENTS:

Type	File Name	Description
▢ Reference Material	821_Mass_Ave_ARB_Memo_(002).pdf	821 Mass Ave ARB Memo (002)
▢ Reference Material	Decision_Docket_3348_833_Mass_Ave_-_04-13-2009.pdf	Decision Docket 3348 833 Mass Ave - 04-13-2009
▢ Reference Material	Decision_Docket_3348_Reopen_833_Mass_Ave_-_11-04-2019.pdf	Decision Docket 3348 Reopen 833 Mass Ave - 11-04-2019



TOWN OF ARLINGTON
Inspectional Services Department
51 Grove Street
Arlington, Massachusetts 02476
Office (781) 316-3390

MEMORANDUM

To: Arlington Redevelopment Board
From: Mike Ciampa, Director of Inspectional Services
Date: March 20, 2025
Re: 821 Massachusetts Avenue

Members of the Board,

Due to safety concerns, this office has ordered the demolition of 821 Massachusetts Avenue.
This order supersedes any restrictions that may have been placed on this property.



2009 00163123

Bk: 53401 Pg: 460 Doc: DECIS
Page: 1 of 12 08/18/2009 10:27 AM

BOTH WAYS



APR 23 11 11

RECEIVED

ARLINGTON REDEVELOPMENT BOARD

Arlington, Massachusetts
Middlesex, ss

DOCKET NO. 3348

REQUEST FOR SPECIAL PERMIT
Subject to
ENVIRONMENTAL DESIGN REVIEW

Applicant CVS

Date of Hearings October 20, 2008, November 17, 2008,
December 22, 2008, February 23, 2009,
March 9, 2009, March 30, 2009,
April 6, 2009, April 13, 2009

Date of Decision April 13, 2009

Date of Filing _____

Members

Approved

Opposed

Edward T. S.

Robert A. Chapin
Chapin P. L.

RECORD OWNER
NOYES REALTY LLC 241321

Loc: 831-837 Massachusetts Ave.,
Arlington, MA

I hereby certify this is a True Copy of the Decision of
the Arlington Redevelopment Board as filed with the
Office of the Town Clerk of the Town of
Arlington, Massachusetts on April 28, 2009
and that 20 days have elapsed after the Decision and
no Appeal has been filed. ATTEST:
Date of Issue August 3, 2009 *Stephanie L. Lucarelli*
Add. Town Clerk

HP 341
1076



TOWN OF ARLINGTON

MASSACHUSETTS 02476

781 - 316 - 3090

DEPARTMENT OF PLANNING and COMMUNITY DEVELOPMENT

OPINION OF THE BOARD

This application by G. B. New England 2, LLC seeks a special permit to construct a CVS drugstore at the subject address. The property has been the site for an automobile dealer and a small office building (formerly a residence) for many years. The applicant originally proposed to construct a 12,900-square-foot retail store on a part of the site that did not include the former residence at 821 Mass. Ave., known as the Atwood House. Prior to the public hearing, the applicant notified the Town that it wished to modify its proposal. It had arranged to include the property on which the Atwood house is located. It now proposed to demolish both buildings, construct the same CVS drug store, and construct an automated bank teller machine in a freestanding, 70-square-foot building. The applicant requested more time to modify its application. Accordingly, the hearing scheduled for October 20, 2008 was opened and immediately continued to November 17, 2008 with no discussion of the project. The hearing was advertised in the Arlington Advocate on October 2 and October 9, 2008.

When it was questioned if the drive-thru pharmacy could be permitted, the Inspector of Buildings determined that the proposed drive-thru for the pharmacy could be permitted as use number 8.17, which requires a special permit. The public hearing for that special permit use was advertised in the Arlington Advocate on December 4 and December 11, 2008, and scheduled for December 22, 2008 which coincided with the continuation date (from November 17, 2008) for the original permit application. Subsequently, hearings have been held for all proposed uses on January 26, 2009, February 23, 2009, March 9, 2009, Mar 30, 2009, April 6, 2009, and April 13, 2009.

The proposal has changed in response to the discussion at these hearings. The Atwood House will not be demolished, but will remain. There has been a great deal of discussion about using the house as a multi-family residence. However, at this time, there is no specific proposal for the use of the Atwood House. The applicant has indicated that it wishes to complete the permitting of the CVS drugstore, and will return to modify the special permit when the use of the Atwood House is determined. The proposed site plan includes the Atwood House, parking spaces that are dedicated to it, and space for an addition to the rear of the structure.

FINDINGS OF FACT

Section 10.11a-1 The uses requested are listed in the Table of Use Regulations as a Special Permit in the district for which application is made or is so designated elsewhere in this Bylaw.

The applicant seeks a special permit to operate a retail store having more than 3,000 square feet of gross floor area. The use, number 6.16 in the Table of Use Regulations (Section 5.04 of the Zoning Bylaw), is a special permit use in the B4 zoning district. The fact that the proposed development also requires a building permit and is located on Massachusetts Avenue means that the special permit is subject to environmental design review (Section 11.06 of the Zoning Bylaw). The applicant also seeks special permits for signs under Section 7.09, and for parking and loading space standards under Section 8.12 of the Zoning Bylaw. The proposal includes two drive-thru pharmacy

Certificate of Title 241329 of 20450/67
50754/229

windows, which the Inspector of Buildings has said can be permitted special permit under accessory use number 8.17. The Board finds that the proposal meets this standard.

Section 10.11a-2 The requested use is essential or desirable to the public convenience or welfare.

The town is now served by four large drugstores (two of which are CVS, one of which does not have a pharmacy) and two additional pharmacies. The proposed use of the site will establish the fifth large drugstore in Arlington (and the third CVS store) and the sixth pharmacy. The proposed store will be the only pharmacy with a drive-thru. Public input at the public hearing has been mixed, but some clearly want a convenient, large drugstore with a drive-thru pharmacy. The Board finds that the proposed use is desirable to the public convenience or welfare.

Section 10.11a-3 The requested use will not create undue traffic congestion, or unduly impair pedestrian safety.

The applicant submitted a traffic impact report, and then modified it several times to include the impact of the project on pedestrians, the impacts when the abutting high school is in session, the re-positioning of the retail store, and the preservation of the Atwood House. At each step of the way, the Board's traffic consultant has reviewed the reports. The Town's Transportation Advisory Committee has also reviewed the traffic impact studies and made recommendations to the Board.

The following is the sequence of documents regarding traffic impacts:

1. Traffic Impact Study by GEOD (for CVS), August 18, 2008
2. Traffic Impact Study by GEOD (for CVS), November 17, 2008 – This study reflected an altered site plan because CVS had arranged to control more of the property and proposed to demolish the Atwood House and add more parking and an ATM on the site.
3. Memo from BSC Group (ARB's consultant), December 4, 2008 – This memo asked for clarification of parts of the proposal and asked for some technical corrections.
4. Revised Traffic Impact Study by GEOD (for CVS), January 19, 2009 – This study responded to comments from BSC and those made at the December 22 hearing. It also reflected a second change to the site plan: the Atwood house is to remain and put to a new use (as yet undetermined). It also recommended a new crosswalk near Carey Drive and improvements that could be made to the Jason and Mill Streets intersection.
5. Comments by Jeff Maxtutis (TAC), January 19, 2009 – The comments asked for minor changes in the impact analysis.
6. Memo from BSC Group (ARB's consultant), January 22, 2009 – The memo expressed general agreement with the responses in the January 19 report and suggested some refinements.
7. Memo from GEOD regarding pedestrian movements, February 4, 2009 – This report provided more detail about pedestrian movements and studied alternative crosswalk locations.
8. Comments by Jeff Maxtutis (TAC), February 6, 2009 – These comments evaluated the proposed improvements to the Jason and Mill Streets intersection and the proposed crosswalk. It also expressed concern about the site entrance and exit being close to Carey Drive.
9. Memo from GEOD summarizing comments, February 20, 2009 – This memo summarized the recent months' studies, comments, and responses.
10. Memo from TAC, February 26, 2009 – This memo indicated general satisfaction with the impact studies and the changes made to the project. It listed items it still thought were

unresolved: 1) the proximity of the access to Carey Drive, 2) the need for bump-outs at Bartlett Street, 3) the need for bump-outs at the new crosswalk near Carey Drive, and 4) a commitment to make improvements to the Jason and Mill Streets intersection.

11. Email from Chris Emelius (GEOD), March 4, 2009 – Clarified distance from Carey Drive to proposed site entrance.
12. Local CVS traffic counts by Ed Starr (TAC), March 5, 2009 – Counts of pedestrians and vehicles were made at Walgreens in East Arlington for comparison purposes.
13. Memo from BSC Group. March 5, 2009 – This memo concurred with the new crosswalk location and recommended bump-outs. It also made a number of recommendations regarding circulation on the site (parking, drive-thru, delivery).
14. Local traffic counts (various) from Ed Starr (TAC), March 9, 2009 – Additional local counts for comparison purposes.
15. Hours of operation, local drug stores, by E. Carr-Jones (TAC), March 10, 2009 – Hours of operation of local drug stores for comparison purposes.
16. Report on meeting with TAC by Bruce Fitzsimmons (ARB), March 12, 2009 – TAC was pleased with bump-outs, thought \$5,000 offer to mitigate Jason and Mill Streets intersection was too low, offered compromise on site entrance location, and expressed concern over the trip generation numbers.
17. Memo from BSC Group. March 20, 2009 – This essentially endorsed the TAC comments of March 12.
18. Memo from TAC, March 23, 2009 – Reiteration of concerns and proposal of \$50,000 mitigation fund for unforeseen traffic impacts.
19. Memo from GEOD, March 26, 2009 – This is a discussion of TAC and BSC concerns, and acceptance of the crosswalk bump-outs, and of the site entrance drive 113 feet from Carey Drive.
20. Memo from TAC, March 30, 2009 – This is a defense of TAC's March 23rd memo.
21. Email from Sam Offei-Addo (BSC Group), April 2, 2009 – This listed recommended improvements to signage and traffic lines on the site and at one of the bump-outs.
22. Questions on the Permitting Process for the Proposed CVS Pharmacy at 837 Massachusetts Avenue, Arlington Citizens for Responsible Development, April 6, 2009 by David Wright – This paper expressed concern about the intersection at Jason and Mill Streets, traffic congestion at the high school, the validity of pedestrian counts, traffic generation figures, and traffic impacts on neighboring streets.
23. Traffic and Safety issues Relating to the CVS Special Permit Application, Arlington Citizens for Responsible Development, April 6, 2009 by Dorothy Nash Webber – This paper made comparison of the proposal to the Osco proposal, which was denied some ten years earlier, and reiterated the concerns made in David Wright's paper, above.

The Board considered the traffic safety issues very carefully and asked its traffic consultant and TAC to do likewise. The trip generation numbers were discussed in great detail, with general agreement on the PM numbers and the feeling that the AM numbers may be low. The effects of the traffic on intersection performance were assessed using the PM numbers which corresponded to the TAC's AM counts. The Board therefore felt it had adequate indication of the impacts. Because of the potential impacts at the site entrance, the Board felt compelled to create the ability through an escrow fund to mitigate unexpected vehicle activity near the site. Should mitigation near the site not be deemed necessary, the escrow may be used at the Jason and Mill Streets intersection, which is expected to require mitigation regardless of whether or not the CVS is built.

As a result of the discussions about pedestrian safety and traffic congestion, the applicant has moved the driveway away from Carey Drive to lessen the impact on pedestrians and vehicles entering the high school, and will install a new crosswalk between Carey Drive and the CVS driveway, and will install crosswalk bump-outs on Mass. Ave. at that crosswalk and at Bartlett Avenue. The bump-outs will shorten the crossing distance, and help prevent illegal parking in the crosswalk. The applicant has agreed to contribute funds to help mitigate the impact of increased traffic along Mass. Ave., including at the Jason Street and Mill Street intersection. Based on the data and reports submitted by the applicant's consultant, as revised, and the materials and comments submitted by the Board's consultant and TAC, the mitigation measures agreed to by the applicant as part of this special permit, and the funding of future mitigation measures as required, the Board finds that this standard is met.

Section 10.11a-4 The requested use will not overload any public water, drainage or sewer system or any other municipal system to such an extent that the requested use or any developed use in the immediate area or in any other area of the Town will be unduly subjected to hazards affecting health, safety, or the general welfare.

The impact of the proposed development on public water and sewer will be minimal, but the Town Engineer has given the applicant instructions for making such connections. The applicant has submitted a very detailed stormwater management plan. The stormwater management plan has been revised to conform to the significant changes that have been made in the site plan, but the system remains essentially the same, with most of the stormwater filtered through a large rain garden at the rear of the site. The Board finds that the proposal meets this standard.

Section 10.11a-5 Any special regulations for the use, set forth in Article 11 are fulfilled. The environmental design review standards of Section 11.06 are evaluated below.

EDR-1 Preservation of Landscape: The landscape shall be preserved in its natural state insofar as practicable, by minimizing tree and soil removal and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

The current site is covered almost entirely by building or paving. There is some lawn area in front and to the right of the Atwood House, and minimal other landscaping. With the Atwood House remaining on the site, it is possible to preserve a 22-inch-diameter pine tree in its front yard. The northern side of the lot slopes steeply down, and is covered with scrub growth, including trees. The proposed development will retain most of the treed area to the north, and introduce significantly more landscaping on the remaining three sides, as well as some landscaped areas within the parking lot. Besides that mentioned above, there is no existing landscaping to be preserved; the site is either paved or covered by building. The proposed plan will replace some of the impermeable surface with landscape, and the total landscaped area exceeds the amount required by the Zoning Bylaw. The Board finds that the proposal meets this standard.

EDR-2 Relation of the Building to the Environment: Proposed development shall be related harmoniously to the terrain and to the use, scale and architecture of the existing buildings in the vicinity that have functional or visible relationship to the proposed buildings. The Arlington Redevelopment Board may require a modification in massing so as to reduce the effect of shadows on the abutting property in an R-1 or R-2 district or on public open space.

The current proposal is much improved from the original application. The proposed store building has been moved up to the front of the lot, consistent with business uses along Mass. Ave. The Atwood House is to remain. It is important that the current design retains the Atwood House in its

current location on the site, and accommodates the possible future expansion at the rear of the structure. The Atwood House, and the current design of the CVS building itself, present an appropriate streetscape for Mass. Ave. in this area. The Board finds that the proposal meets this standard.

EDR-3 Open Space: All open space (landscaped and usable) shall be so designed as to add to the visual amenities of the vicinity by maximizing its visibility for persons passing by the site or overlooking it from nearby properties. The location and configuration of usable open space shall be so designed as to encourage social interaction, maximize its utility and facilitate maintenance.

The open space provided on the site is appropriately and attractively landscaped, and exceeds the amount of landscaped space required by the Zoning Bylaw. The changes to the parking lot configuration result in the proposal meeting the required open space within the parking lot. In addition, the applicant has agreed to provide landscaping between the setback at the front of the new building and the sidewalk. The spaces will be attractively planted and placed to provide a pleasant view or screening as needed. The Board finds that the proposal meets this standard.

EDR-4 Circulation: With respect to vehicular and pedestrian and bicycle circulation, including entrances, ramps, walkways, drives, and parking, special attention shall be given to location and number of access points to the public streets (especially in relation to existing traffic controls and mass transit facilities), width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, access to community facilities, and arrangement of vehicle parking and bicycle parking areas, including bicycle parking spaces required by Section 8.13 that are safe and convenient and, insofar as practicable, do not detract from the use and enjoyment of proposed buildings and structures, and the neighboring properties.

The traffic circulation on the site is designed to accommodate large delivery trucks and the pharmacy drive-thru, and to provide parking for customers. The evolution of the site plan is such that the current proposal meets the standard. Some minor changes to the directional signage have been suggested. There is bike parking provided near the store entrance, and extensive changes involving a crosswalk; and curb bump-outs are proposed near the vehicle entrance to the site, helping to protect pedestrian traffic.

EDR-5 Surface Water Drainage: Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Available Best Management Practices for the site should be employed, and include site planning to minimize impervious surface and reduce clearing and re-grading. Best Management Practices may include erosion control and stormwater treatment by means of swales, filters, plantings, roof gardens, native vegetation, and leaching catchbasins. Stormwater should be treated at least minimally on the development site; that which cannot be handled on site shall be removed from all roofs, canopies, paved and pooling areas and carried away in an underground drainage system. Surface water in all paved areas shall be collected in intervals so that it will not obstruct the flow of vehicular or pedestrian traffic and will not create puddles in the paved areas.

In accordance with Section 10.11.b, the Board may require from any applicant, after consultation with the Director of Public Works, security satisfactory to the Board to insure the maintenance of all stormwater facilities, such as catch basins, leaching catch basins,

detention basins, swales, etc., within the site. The Board may use funds provided by such security to conduct maintenance that the applicant fails to do.

The Board may adjust in its sole discretion the amount and type of financial security such that it is satisfied that the amount is sufficient to provide for any future maintenance needs. The applicant has submitted a very detailed stormwater management plan, which was revised to match the current plan. It has been reviewed by the Town Engineer, and the applicant has responded to the comments. The storm drain system discharges storm flow in the same location as the flow is directed today. The permeable surface on the site has been reduced, and the system includes an underground detention and infiltration chamber and a rain garden to reduce, clean, and slow the flow of storm water. The Board finds that the proposal meets this standard.

EDR-6 Utilities Service: Electric, telephone, cable, TV, and other such lines and equipment shall be underground. The proposed method of sanitary sewage disposal and solid waste disposal from all buildings shall be indicated.

The plans indicate adequate underground utility connections; they also show the location of an electric transformer in a landscaped island in the parking lot. The Town Engineer made some modifications to the plans relative to the hook-ups in Mass. Ave. The applicant has moved the transformer location to a less visible location. The Board finds that the proposal meets this standard.

EDR-7 Advertising Features: The size, location, design, color, texture, lighting, and materials of all permanent signs and outdoor advertising structures or features shall not detract from the use and enjoyment of proposed buildings and structures and the surrounding properties.

The main signage on the building consists of two wall signs, one facing Mass. Ave., and one facing the parking lot on the west side of the building. The two signs meet the bylaw standards. Several signs are located within the parking lot area to direct traffic. These signs exceed the one-square-foot area that is allowed. The directional signs are helpful and important in helping vehicles navigate a fairly complicated parking lot. The signs are slightly larger than three square feet each, and the Board has determined that the larger size is in the public interest, and is allowed by special permit. Other directional signs are posted on, and identify, the pharmacy drive-thru. These also are larger than one square foot, and the Board has determined that they are allowed by special permit.

EDR-8 Special Features: Exposed storage areas, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be subject to such setbacks, screen plantings, or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.

The proposal includes two dumpsters at the rear of the parking lot, which are visible from the street. The sides of the dumpster are screened by plantings, and the front is stockade fence. Planting has been sited to the rear of the Atwood House to effectively screen the dumpster area from the street and from the Atwood House. There is a large electrical transformer in a landscaped island in the parking lot. It was moved to a less visible location, and is appropriately screened with vegetation. The proposal locates rooftop HVAC and refrigeration units behind the screen of the slanted roof surfaces; this equipment will not be visible from the ground. The Board finds that the proposal meets this standard.

EDR-9 Safety: With respect to personal safety, all open and enclosed spaces shall be designed to facilitate building evacuation and maximize accessibility by fire, police, and other emergency personnel and equipment. Insofar as practicable, all exterior spaces and interior public and semi-public spaces shall be so designed to minimize the fear and probability of personal harm or injury by increasing the potential surveillance by neighboring residents and passersby of any accident or attempted criminal act.

The plan appears to be generally safe, with all accessible spaces open to the public view. The parking lot is well lighted to serve the parking lot users well. The Board requested reduced lighting on the Atwood House side of the proposed building; the plan calls for some light in this area for safety. The source of lighting on the site will not be visible from off the site. The Board finds that the proposal meets this standard.

EDR-10 Heritage: With respect to Arlington's heritage, removal or disruption of historic, traditional, or significant uses, structures or architectural elements shall be minimized insofar as practical, whether these exist on the site or on adjacent properties.

The site has no historical structure, and the site has no historical significance. Before it became an auto dealership, there were three or four houses on the site, including the Atwood House, which remains today. The Atwood House is listed as a significant building under Arlington Town Bylaws, as is the Baptist Church next door. The applicant has stated that the Atwood House will be retained on the site, and the proposed plan reflects that. Any addition or modification of the Atwood House would have to respect Town bylaws regarding significant structures. Any modification of the Atwood House will require an amendment of this special permit. The Board finds that the proposal meets this standard.

EDR-11 Microclimate: With respect to the localized climatic characteristics of a given area, any development which proposes new structures, new hard surface, ground coverage, or the installation of machinery which emits heat, vapor, or fumes, shall endeavor to minimize, insofar as practicable, any adverse impacts on light, air, and water resources, or on noise and temperature levels of the immediate environment.

The proposal will reduce the amount of impermeable area on the site. The HVAC and refrigeration equipment are located on the roof of the CVS building in a well, behind slanted roofs on all four sides. The site is large relative to the amount of equipment, and the heat, light, vapor, or fumes will not be detectable. The Board finds that the proposal meets this standard.

EDR-12 Sustainable Building and Site Design: Projects are encouraged to incorporate best practices related to sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. Applicants must submit a current Green Building Council Leadership in Energy and Environmental Design (LEED) checklist, appropriate to the type of development, annotated with narrative description that indicates how the LEED performance objectives will be incorporated into the project.

The applicant has submitted the LEED checklist, and the narrative required by this standard. The plan shows the methods to control soil erosion and sedimentation of storm sewers. The plan increases the amount of permeable surface, and exceeds the Town's open space requirement. The planned lighting is designed to prevent up lighting, and to minimize light trespassing onto abutting properties. Low-flow toilet fixtures will be used, and the performance of the proposed energy systems in the building has been optimized.

The project site has certain characteristics that help make it sustainable. The project uses an already-built site with existing infrastructure, and is accessible to public transportation. The developer has provided a landscaped rain garden and bio-retention area at the rear of the site to help reduce water runoff. The applicant considered permeable paving for portions of the parking lot, but it was determined that the potential pollutant load created by a commercial parking lot made such paving environmentally unfriendly. The Board finds that the proposal meets this standard.

Section 10.11a-6 The requested use will not impair the integrity or character of the district or adjoining districts, nor be detrimental to the health, morals, or welfare.

The retail drugstore use located right next to the high school is convenient for students; school officials have endorsed the use. The site is zoned for commercial use, and has been used in that manner for many decades. The retention of the Atwood House and the siting of the CVS building near the sidewalk have improved the presence the development makes on the avenue. The store obviously provides a convenience to consumers, and is more of a community use than the auto dealership that existed there for decades. The Board finds that the proposal meets this standard.

Section 10.11a-7 The requested use will not, by its addition to a neighborhood, cause an excess of that particular use that could be detrimental to the character of said neighborhood.

As pointed out above, there are several pharmacies and drug stores in Arlington, but few near the site of the proposed CVS. The nearest is a small pharmacy located in a Stop & Shop supermarket 2/10 of a mile away. The nearest comparable store (a Walgreens east of Arlington Center) is almost 9/10 of a mile away; a Walgreens in Arlington Heights is 1.5 miles away; and the CVS in East Arlington is 1.6 miles away. In addition, the proposed development improves upon the character of the neighborhood by replacing a closed auto dealership. The building design has been changed to be much more in keeping with the appearance of the neighborhood. The site is appropriate for retail use. The Board finds that the proposal meets this standard.

DECISION

The Board finds that the proposal is an appropriate re-use of the property, and grants the following special permits, subject to the following general and special conditions:

Uses 6.16 and 8.17 from the Table of Use Regulations (Sect. 5.04 of the Zoning Bylaw);
special permit for signs (Sect. 7.09 of the Zoning Bylaw); and,
special permit for parking (Sect. 8.12 of the Zoning Bylaw).

General Conditions

1. The final plans and specifications for the site, including all buildings, signs, exterior lighting, and landscaping, shall be subject to the approval of the Arlington Redevelopment Board. The Board shall maintain its jurisdiction over plans and specifications by approving them at 50% and 100% of completion.

At the time of submission of the 50% drawings, the applicant shall submit for approval samples of exterior materials proposed for the building, and the specifics of the location, type, and noise levels of all HVAC and refrigeration machinery.

Final plans and specifications shall include complete information concerning colors, materials, lighting, and other features that comprise the details of the final design. The applicant shall provide a statement from the Town Engineer that all proposed utility services have adequate capacity to serve the development.

2. The final plans and specifications approved by the Board for this permit shall be the final plans and specifications submitted to the Building Inspector of the Town of Arlington in connection with the application for building permits. There shall be no substantial or material deviation during construction from the approved plans and specifications without the express written approval of the Arlington Redevelopment Board.

3. No building permit shall be issued until the Board has received evidence that the special permit has been recorded at the registry of deeds.

4. The Board maintains continuing jurisdiction over this permit, and may, after a duly advertised public hearing, attach other conditions, including, but not limited to, restricting the store opening hours, or it may modify these conditions as it deems reasonably appropriate to protect the public interest and welfare. Such modifications shall not require the applicant to modify the size or dimensions of the retail building shown on the approved plan, nor restrict the opening hour to any time later than 8:00 AM.

5. Snow removal from all parts of the site, as well as from any abutting public sidewalks, shall be the responsibility of the owner or occupant, and shall be accomplished in accordance with the Town bylaws.

6. All exterior trash and storage areas on the property, if any, shall be properly screened and maintained in accordance with Title V, Article 9, of the Bylaws of the Town of Arlington.

7. Trash shall be picked up only between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday.

8. No final or permanent Certificate of Occupancy shall issue on this project until the project is completed in its final form, and approved by the Redevelopment Board as being in compliance with the final plans and specifications, including the landscape plan.

9. The Building Inspector is hereby notified that he is to monitor the site, and should proceed with appropriate enforcement procedures at any time he determines that violations are present. The Inspector of Buildings shall proceed under Section 10.09 of the Zoning Bylaw, pursuant to the provisions of MGL c. 40, s. 21D, and institute non-criminal complaints. If necessary, the Inspector of Buildings may institute appropriate criminal action also, in accordance with Section 10.09.

Special Conditions

1. All utilities serving or traversing the site (including electric, telephone, cable, and other such lines and equipment) shall be underground.

2. Upon installation of landscaping materials and other site improvements, the applicant shall remain responsible for such materials and improvement, and shall replace and repair such as necessary, to remain in compliance with the approved site plan.

3. All utility work off site in public rights-of-way of the Town of Arlington shall be undertaken in accordance with the provisions of the Town bylaws.
4. Upon the issuance of the building permit, the applicant shall file with the Building Inspector and the Department of Community Safety the names and telephone numbers of contact personnel who may be reached 24 hours each day during the construction period.
5. The Atwood House shall remain at its present location on the site, and reasonable and diligent efforts shall be used to maintain its present condition to prevent any damage from the elements or otherwise, until it is redeveloped. It is acknowledged that ten parking spaces behind the Atwood House are reserved for its use. It is further acknowledged that the plan of the site leaves space behind the Atwood House to accommodate a possible future expansion of the structure, and that no use of that portion of the site will preclude such an expansion. Redevelopment of the house will require the amendment of this special permit, regardless of whether the proposed use of the structure is allowed by right or by special permit (as such are listed in the Arlington Zoning Bylaw). No requests to move or demolish the house by amending this special permit will be made within 24 months of the date of issuance of this permit.
6. The applicant shall install bump-outs and thermo-plastic crosswalks on Mass. Ave. at Carey Drive and at Bartlett Avenue. Bump-outs shall be installed on both sides of Mass. Ave. The design and construction of the bump-outs and crosswalks shall be approved by the Town Engineer, and shall take into account drainage at those locations.
7. Post construction monitoring: The Town will measure traffic volume at the CVS driveway six months, and again twelve months, after the opening of the CVS, and when school is in session, to compare with the analyzed volume data. Driveway traffic volumes will be recorded during the weekday AM (7-9 AM) and PM (4-6 PM) peak periods. Based upon this data, and the safety and performance of the area at least 6 months after opening, the Town will decide what, if any, mitigation is needed on roadways near the site. Possible mitigation may include addition of a left turn lane, or other measures, to improve safety and operations along Mass. Ave. between Carey Drive and the intersection of Jason and Mill Streets, at the Town's discretion. The funding for the mitigation shall be paid from the traffic mitigation escrow account referred to in Condition No. 8 below.
8. CVS will contribute the total sum of \$50,000 to a traffic mitigation escrow account, prior to receipt of an occupancy permit. These funds would first be used for mitigations around the site if it were determined during post-construction monitoring that further mitigation is needed. If it is not needed at the site, it may also be used as a contribution toward improvements at Jason/Mass/Mill Streets. Said escrow account will be closed, and unspent monies returned to CVS, five years after the date of the occupancy permit. All disbursements from the CVS escrow account will be subject to the approval of the ARB.
9. Prior to receiving a building permit, the applicant shall submit to the ARB for its review a plan for reduction of energy use, including use of energy-efficient lighting and appliances, to be incorporated into the plans and specifications.

10. Changes to signage, such as wording, color, or material of construction, but not changes in the number, location, or size of signs, may be deemed by the Planning Director to be consistent with the existing special permit, and such changes may be made by sign permit.

11. In accordance with Standard EDR-5, the applicant is required to post a bond in the amount of \$1,500 as security that the storm drain system will be maintained in good working order. The ARB may use the funds to conduct cleaning and maintenance of the system if the applicant fails to do so. Town personnel, or the Town's agents, may enter upon the property to perform such cleaning and maintenance.

12. This permit is contingent upon the applicant receiving an Order of Conditions from the Arlington Conservation Commission for the project essentially as approved by the Arlington Redevelopment Board.

13. The drive-thru pharmacy shall be open only between the hours of 8:00 AM and 10:00 PM, and only when the main store is open, and only pharmacy and pharmacy-related items (but not general merchandise) may be sold through the drive-thru window. Bicyclists will be allowed to use the drive-thru pharmacy, and "No Idling" signs will be posted for vehicles using the drive-thru. Pedestrian walkup business will not be allowed.

14. Aside from the shutters described in the approved plans, first floor windows shall not be covered or obscured in any way that prevents a clear view into the store, without the prior written permission of the ARB. No film, paper, or other material, including advertisements, may be used to cover any windows.

15. The applicant shall maintain a clean site at all times, and the landscaped area on the north side of the site, extending down the hill to the property below, shall be cleaned at least once in the spring and once in the fall. Litter and fallen branches and such shall be removed, and trees and shrubs shall be pruned as necessary.

I hereby certify this is a True Copy of the Decision of
the Arlington Redevelopment Board as filed with the
Office of the Town Clerk of the Town of
Arlington, Massachusetts on *April 28, 2009*
and that 20 days have elapsed after the Decision and
no Appeal has been filed. ATTEST:

Date of Issue *August 3, 2009* Town Clerk

Ant.

Stephanie L. Lucarelli

Town Clerk

I hereby certify this is a True Copy of the Decision of the Arlington Redevelopment Board as filed with the Office of the Town Clerk of the Town of Arlington, Massachusetts on and that 20 days have elapsed after the Decision and no Appeal has been filed. ATTEST:

Date of Issue 12-9-2019 ASST. Town Clerk



TOWN CLERK'S OFFICE
ARLINGTON, MA 02174

2019 NOV 18 AM 9:34

RECEIVED

ARLINGTON REDEVELOPMENT BOARD

Arlington, Massachusetts
Middlesex, ss

DOCKET NO. 3348

DECISION
Special Permit Under
ENVIRONMENTAL DESIGN REVIEW

Applicant: CVS
One CVS Drive, Woonsocket, RI 02895
Property Address: 833 Massachusetts Avenue, Arlington, Massachusetts 02476

Date of Hearings: August 12, 2019, November 4, 2019
Date of Decision: November 4, 2019

20 Day Appeal Period Ends: December 8, 2019

Members
Approved

Opposed

Eugene B. Benson
David M. Woot
[Signature]
[Signature]

Jessie G. Weber
ASST. Town Clerk's Certification

12-9-2019
Date

I hereby certify this is a True Copy of the Decision of the Arlington Redevelopment Board as filed with the Office of the Town Clerk of the Town of Arlington, Massachusetts on and that 20 days have elapsed after the Decision and no Appeal has been filed ATTEST:

Date of Issue 12-9-2019



TOWN CLERK'S OFFICE
ARLINGTON, MA 02178

2019 NOV 18 AM 9:33

RECEIVED

Town Clerk
Town of Arlington, Massachusetts

Redevelopment Board

730 Massachusetts Avenue, Arlington, Massachusetts 02476

DECISION OF THE BOARD

Environmental Design Review Docket #3348

833 Massachusetts Avenue, Arlington, MA 02476

CVS

November 4, 2019

This Decision applies to the re-opening of Special Permit Docket 3348 by CVS to install new signage consistent with CVS rebranding. The CVS store is located at 833 Massachusetts Avenue within a B4 Vehicular Oriented Business District. The re-opening of the Special Permit is to allow the Board to review and approve the signage, under Section 3.4, Environmental Design Review, and section 6.2, Signs. A public hearing was held on August 12, 2019, and continued to November 4, 2019, when this decision was rendered.

Materials submitted for consideration of this application:

Application for Environmental Design Review Special Permit application dated June 27, 2019.

The following criteria have been met, per Section 3.3.3, Arlington Zoning Bylaw:

1. The retail pharmacy is allowed in the B-4 Vehicular Oriented Business District.
2. The retail pharmacy has operated in this location for many years.
3. There are no exterior alterations other than signage.
4. The retail pharmacy will not overload any public utilities: public water, drainage or sewer system or any other municipal system.
5. No special regulations are applicable to the use.
6. The use does not impair the integrity or character of the neighborhood. Although additional directional signs will be installed to assist in circulation on the site, the large wall signs will be smaller than the existing signage on the building.
7. The use will not be in excess or detrimental to the character of the neighborhood.

The following criteria have been met, per Section 3.4.4, Arlington Zoning Bylaw:

A. EDR-1 Preservation of Landscape

There are no changes to the site that would impact existing natural features.

B. EDR-2 Relation of the Building to the Environment

There are no changes to the exterior of the building other than the installation of new signage to replace the existing signage.

C. EDR-3 Open Space

The 2009 Decision indicated that landscaping would be installed between the front of the building and the Massachusetts Avenue sidewalk. This area is entirely sidewalk and three benches are present. The tenant and the property owner will work with the Department of Planning and Community Development to come to a reasonable solution that reflects the previous Decision. There are no other changes to open space as a result of the signage rebranding.

D. EDR-4 Circulation

The existing circulation does not change; however, the addition of a Do Not Enter sign will help ensure that internal circulation occurs as it is intended.

E. EDR-5 Surface Water Drainage

The signage rebranding will not affect surface water run-off.

F. EDR-6 Utilities Service

There are no changes to the utility service as a result of the signage rebranding.

G. EDR-7 Advertising Features

The existing CVS signage includes a slash, and reads as CVS/pharmacy. The rebranding eliminates the slash, but includes a heart shape in front of the words CVS pharmacy. The rebranding retains the typical red color associated with CVS.

The new signage includes removing the large signage above the main entrance of the building and other plaques, and replacing it with updated signage. A Do Not Enter sign will be installed. All other directional signage will be retained.

The signage on the Massachusetts Avenue frontage is currently 75.18 square feet and will be replaced with signage that measures approximately 33.08 square feet. The reason for the reduction is the size of the letters. The existing letters are approximately 36 inches and the proposed letters are 22.5 inches. Additionally, the new signage will include channel LED illumination.

The main signage facing the parking lot is currently 33.41 square feet and will be replaced with signage that measures approximately 33.08 square feet. The existing letters are

approximately 24 inches and the proposed letters are 22.5 inches. Additionally, the new signage will include channel LED illumination.

Three plaques on the property will be updated. A plaque at the main entrance will be replaced. This plaque conveys information regarding the opening hours, the store manager, and the pharmacy manager. The plaque will remain but the CVS/pharmacy will be replaced with the heart branding. The receiving entrance plaque will be replaced with a 3 square foot plaque. A directional sign will be replaced at the drive-thru pharmacy that indicates both lanes offer full service. It is approximately 4.17 square feet.

A Do Not Enter sign will be installed at the end of the main drive aisle in the parking lot. At the rear of the site, the circulation is one way in order to access the drive-thru pharmacy. The Do Not Enter sign will reinforce the circulation pattern. The sign will be installed about 3 feet above grade and is approximately 2.25 square feet.

An additional directional sign that was not accounted for previously was also acknowledged during the public hearing. The directional signage provides a visual cue on the best way to access the drive through pharmacy.

All other directional signage remains as is on the property.

The reduction in the size of the main signage, the lighting upgrade, and the addition of the Do Not Enter sign are improvements to the property.

H. EDR-8 Special Features

There are no changes to the building or the site that would cause any adverse impacts on light, air and water resources, or on noise and temperature levels.

I. EDR-9 Safety

There are no changes to the building or the site that would cause any safety or accessibility concerns.

J. EDR-10 Heritage

The CVS building is not located on any local or State historic property listing. The adjacent Atwood House is identified as a significant building per Title VI, Article 6 of the Town Bylaw. The signage rebranding does not impact the Atwood House and the 2009 Decision retains jurisdiction over future plans for the structure as does the Historical Commission. The Redevelopment Board requests that the property owner attend the December 16, 2019 meeting to discuss the future of the Atwood House.

K. EDR-11 Microclimate

The signage rebranding will not impact the microclimate.

L. EDR-12 Sustainable Building and Site Design

The signage rebranding will support sustainable building and site design through the usage of LED fixtures to illuminate the signage.

The project must adhere to the following general conditions:

1. The final plans and specifications for signage shall be subject to final approval by the Department of Planning and Community Development (DPCD).
2. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board.
3. The conditions of the 2009 Special Permit decision are still in force. The Board maintains continuing jurisdiction over this permit and may, after a duly advertised public hearing, attach other conditions or modify these conditions as it deems appropriate in order to protect the public interest and welfare.

The project must adhere to the following special conditions:

1. The Applicant and the property owner will work with the Department of Planning and Community Development to come to a reasonable solution that reflects the requirement of the 2009 Decision to install landscaping between the front of the building and the Massachusetts Avenue sidewalk.
2. The Applicant and property owner appear at the December 16, 2019, Redevelopment Board hearing to discuss the ongoing compliance with the 2009 Decision, with special attention to the Atwood House.



Town of Arlington, Massachusetts

Public Hearing: Warrant Articles for 2025 Annual Town Meeting

Summary:

8:45 pm

The Board will hear the proposed zoning amendments. The public hearing will include time both for public comment and for deliberation and discussion by the Board.

ARTICLE 32

ZONING BYLAW AMENDMENT / REZONE B1 PARCELS

To see if the Town will vote to amend Section 5.5 Business Districts, of the Zoning Bylaw, to rezone certain parcels in the B1 Neighborhood Office Business District to B2A Major Business District; or take any action related thereto.

ARTICLE 33

ZONING BYLAW AMENDMENT / ZONING MAP ADOPTION FOR B1 REZONING

To see if the Town will vote to adopt changes to the Zoning Map that would rezone certain parcels in the B1 Neighborhood Office Business District to B2A Major Business District; or take any action related thereto.

ARTICLE 34

ZONING BYLAW AMENDMENT / ADMINISTRATIVE CORRECTION

To see if the Town will vote to amend Section 4.2 of the Zoning Bylaw, to reflect changes to the Zoning Map adopted by previous Town Meeting action; or take any action related thereto.

ARTICLE 35

ZONING BYLAW AMENDMENT / ZONING MAP ADOPTION FOR ADMINISTRATIVE CORRECTION

To see if the Town will vote to adopt changes to the Zoning Map, as amended by previous Town Meeting action; or take any action related thereto.

ARTICLE 39

ZONING BYLAW AMENDMENT / AMENDING THE ZONING BYLAW TO ADD 17 PALMER STREET TO THE MBTA NEIGHBORHOOD DISTRICT

To see if the Town will vote to add the Address of 17 Palmer St., zoned R2 Residential Two-Family, to the Neighborhood Multi-Family (NMF) Housing Overlay District; or take any action related thereto.

ARTICLE 41

ZONING BYLAW AMENDMENT / AFFORDABLE HOUSING OVERLAY DISTRICT

To see if the Town will vote to amend its Zoning Bylaw to create an Affordable Housing Overlay District so that housing meeting certain requirements with respect to affordability may be constructed as of right (including, without limitation, amendments

to Sections 2 and 5 of the Zoning Bylaw to adopt such Affordable Housing Overlay District and amendments to Sections 4.1.2 and 4.2 of the Zoning Bylaw to add reference to such Affordable Housing Overlay District}; or take any action related thereto.

ARTICLE 42
ZONING BYLAW AMENDMENT / AMENDMENT OF ZONING MAP TO
INCLUDE AFFORDABLE HOUSING OVERLAY DISTRICT

To see if the Town will vote to amend its Zoning Map to include and reflect an Affordable Housing Overlay District, if such a District is approved by the Town at its 2025 Annual Town Meeting; or take any action related thereto.

ATTACHMENTS:

Type	File Name	Description
▢ Reference Material	03242025_DPCD_Memo_to_ARB_Articles_32_33_34_35_39_41_42.pdf	03242025 DPCD Memo to ARB Articles 32,33,34,35,39,41,42
▢ Reference Material	Article_39_Petition_-_17_Palmer_MBTA_Neighborhood_District_-_Heraty.pdf	Article 39 Petition - 17 Palmer MBTA Neighborhood District - Heraty



TOWN OF ARLINGTON
DEPARTMENT OF PLANNING and
COMMUNITY DEVELOPMENT

TOWN HALL, 730 MASSACHUSETTS AVENUE
ARLINGTON, MASSACHUSETTS 02476
TELEPHONE 781-316-3090

MEMORANDUM

To: Arlington Redevelopment Board
From: Claire Ricker, AICP, Director, Planning and Community Development
Sarah Suarez, AICP, Assistant Director, Planning and Community Development
Date: March 20, 2025
RE: Review of Warrant Articles 32, 33, 34, 35, 39, 41, and 42 for 2025 Annual Town Meeting

Seven warrant articles that consider changes to the Zoning Bylaw and subsequently the Zoning Map were submitted to the Arlington Redevelopment Board. Public hearings on these articles will be held on the evening of March 24, 2025. This memo provides the warrant article and main motion language for each of them.

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ARTICLE 32 ZONING BYLAW AMENDMENT / REZONE B1 PARCELS

To see if the Town will vote to amend Section 5.5 Business Districts, of the Zoning Bylaw, to rezone certain parcels in the B1 Neighborhood Office Business District to B2A Major Business District; or take any action related thereto.

(Inserted at the request of the Redevelopment Board)

BACKGROUND

The B1 District is used inconsistently throughout Arlington and describes a use case that is overly restrictive and is no longer aligned with the needs of the community and development priorities in the Town. DPCD has identified 111 parcels that are currently zoned B1 Business Neighborhood, which run mostly along Mass Ave from the Cambridge line to the Lexington Line. Attached are [Exhibit "A"](#), a list of all the B1 parcels, and [Exhibit "B"](#), maps of each district including property details and neighboring zoning district. B1 parcels represent 22% of Arlington's Business Districts. Staff recommend that B1 parcels be rezoned as B2A, which would allow for taller height and increased floor area ratio, providing greater flexibility for property owners seeking to redevelop their property especially for mixed use, which mirrors the B1 zone in its combination of residential and commercial development.

What follows is a comparison of B1 zoning to B2A zoning as described in the Arlington Zoning Bylaw:

B District Lot Regulations – excerpt from 5.5.2.A

District / Use	Minimum Requirement		
	Minimum Lot Area (sq. ft.)	Minimum Lot Area per Unit (sq. ft.)	Minimum Lot Frontage (ft.)
B1			
Single-family detached dwelling, two-family dwelling, duplex dwelling, three-family dwelling	6,000	2,500	60
Mixed-use	5,000	-----	50
Any other permitted use	5,000	2,500	50
B2A			
Single-family detached dwelling, two-family dwelling, duplex dwelling, three-family dwelling	6,000	2,500	60
Apartments on street w/ ROW ≤50 ft.	20,000	1,450	100
Apartments on street w/ ROW >50 ft.	20,000	700	100
Mixed-use ≤20,000 sq. ft.	-----	-----	50
Mixed-use >20,000 sq. ft.	>20,000	700	50
Any other permitted use	-----	-----	50

B District Yard and Open Space Requirements – excerpt from 5.5.2.A

District / Use	Minimum Requirement		
	Front Yard (ft.)	Side Yard (ft.)	Rear Yard (ft.)
B1			
Single-family detached dwelling, two-family dwelling, duplex dwelling, three-family dwelling	20	10	20
Mixed-use	20	10	*
Any other permitted use	20	10	*
B2A			
Single-family detached dwelling, two-family dwelling, duplex dwelling, three-family dwelling	20	10	20
Apartments on street w/ ROW ≤50 ft.	15	10+(L/10)	*
Apartments on street w/ ROW >50 ft.	15+(H/10)	(H+L)/6	
Mixed-use ≤20,000 sq. ft.	0	0	*
Mixed-use >20,000 sq. ft.	0	0	*
Any other permitted use	-----	-----	*

Note: L is the length of a wall parallel (or within 45 degrees of parallel) to lot line, measured parallel to lot line, subject to the provisions of Section 5.3.15 for buildings of uneven alignment or height. H is the height of that part of the building for which the setback or yard is to be calculated.

* 0 feet when abutting an alley or rear right-of-way of at least 10 feet of width

* 10 feet when abutting a non-residential district

* 20 feet for three or fewer stories when abutting a residential district

* For buildings of four or more stories: 20 feet for the first three stories and 30 feet for the fourth and higher stories when abutting a residential district

* If the rear yard abuts both a residential and non-residential district, the minimum requirement for the residential district shall apply.

B District Open Space and Lot Coverage – excerpt from 5.5.2.A

District / Use	Minimum/Maximum Requirement		
	Landscaped Open Space	Usable Open Space	Maximum Lot Coverage
B1			
Single-family detached dwelling, two-family dwelling, duplex dwelling, three-family dwelling	10%	30%	-----
Mixed-use	20%	---	-----
Any other permitted use	20%	---	-----
B2A			
Single-family detached dwelling, two-family dwelling, duplex dwelling, three-family dwelling	10%	30%	-----
Apartments on street w/ ROW ≤50 ft.	10%	25%	-----
Apartments on street w/ ROW >50 ft.	10%	20%	-----
Mixed-use ≤20,000 sq. ft.	15%	---	-----
Mixed-use >20,000 sq. ft.	15%	---	-----
Any other permitted use	15%	---	-----

Note: In the Business Districts, the district dimensional requirements for Landscaped Open Space and Usable Open Space are calculated based on the lot size.

B District Building Height and Floor Area Ratio Regulations – excerpt from 5.5.2.A

District / Use	Maximum Allowed		
	Maximum Height (ft.)	Maximum height (stories)	Maximum Floor Area Ratio (FAR)
B1			
Single-family detached dwelling, two-family dwelling, duplex dwelling, three-family dwelling	35	2 ½	0.75
Mixed-use	35	3	0.75
Any other permitted use	35	3	0.75
B2A			
Single-family detached dwelling, two-family dwelling, duplex dwelling, three-family dwelling	35	2 ½	0.75
Apartment on street w/ ROW ≤50 ft.	35	3	0.80
Apartment on street w/ROW >50 ft.	40	4	1.20
	25		
Mixed-use ≤ 20,000 sq. ft.	60	5	3.00
	50	4	
Mixed-use >20,000 sq. ft.	50	4	2.00
	40	3	
Any other permitted use	35	3	1.00

Use Regulations for Business Districts – excerpt from 5.5.3.

Class of Use	B1	B2A
Residential		
Single-family detached dwelling		
Two-family dwelling, duplex dwelling		
Six or more single-family dwellings or six or more units in two-family dwellings or duplex dwellings on one or more contiguous lots	SP	SP
Three-family dwelling	SP	SP
Townhouse	SP	SP
Apartment building		SP
Conversion to apartments, up to 18 units per acre, with no alteration to the exterior of the building	SP	
Single-room occupancy building	SP	
Group home	Y	Y
Hotel/Motel		SP
Conversion of one or two-family dwelling to bed and breakfast	SP	SP
Assisted living residence		
Dormitory (<i>Note: See Section 3.5 if use is for educational or religious purposes.</i>)	Y	Y
Institutional, Educational		
Community center, youth club, adult education center, or similar facility operated by a non-profit institution (<i>Note: See Section 3.5 if use is for educational or religious purposes.</i>)	SP	
Nonprofit, members-only private club or lodge	SP	SP
Non-exempt educational use, e.g., trade, driving, music, dancing school		Y
Library, museum, or art gallery open to the public and not conducted as a private gainful business.	SP	SP
(<i>Note: See Section 3.5 if use is for educational or religious purposes.</i>)		

Class of Use	B1	B2A
Agricultural		
Sales place for flowers as a principal not accessory use, garden supplies, agricultural produce, conducted outdoors or commercial greenhouse		Y
Farm on less than 5 acres unless otherwise exempt under G.L. c. 40A, §3 , or market garden provided that all goods or produce sold are grown on the premises	Y	Y
Public, Recreational, Entertainment		
Conservation land	Y	Y
Municipal or non-profit park, playground, or similar outdoor recreation facility	Y	Y
Municipal or non-profit fishing, tennis, swimming, skating, golf club, or other outdoor recreation facility not conducted as a private gainful business		
Municipal or non-profit recreation building	Y	Y
Municipal or non-profit enclosed entertainment and recreation facilities		SP
Fire station	Y	Y
Police station	Y	Y
Public, Recreational, Entertainment		
Town office building	Y	Y
Municipal public works yard and associated maintenance, storage, and office facilities	SP	SP
Utility, Transportation, Communications		
Bus, transit, railroad station		SP
Motor freight terminal		
Essential services	SP	SP
Radio or television studio or receiving facility without wireless transmitting facilities	Y	SP
Municipal or other public parking area or structure	SP	SP
Commercial parking or vehicle storage facility, with no repairs, servicing or sale of gasoline		SP
Residential surface parking lot serving residential uses in another district provided that: <ul style="list-style-type: none"> • The lot used for parking abuts the residential property it serves for at least 50 ft.; and • Both lots are under common ownership; and • The parking lot complies with the screening provisions of Section 6.1 	SP	SP
Wireless Communication Facility		
In a Town building; wireless facility shall not extend more than 15 feet or 25% of building height, whichever is less, above the highest point of the building		SP
In a building other than a Town building; wireless facility shall not extend more than 15 feet or 25% of building height, whichever is less, above the highest point of the building		SP
In building other than Town building, use of which is exempt under G.L. c. 40A, § 3 ; wireless facility shall not extend above the highest point of the building	SP	
Located on a public utility pole; no part of wireless facility shall extend more than 40 feet above ground or have a total volume over 2 cubic feet	Y	Y
Commercial & Storage Uses		
Motor vehicle sales and rental, sale of auto parts, and accessory storage entirely within an enclosed structure, provided the neighborhood is protected from noise, fumes, gases, smoke and vapor		
Outdoor sales and storage of undamaged, operable automobiles		
Auto repair shop, not including a junkyard or open storage of abandoned vehicles, body work or auto painting		
Car wash facility		
Auto service station		
Personal, Consumer and Business Services		
Copy center or print shop for sheet-fed printing		Y
Bank, credit union or other financial service; <2,000 sq. ft.		Y
2,000 sq. ft. or more, or any drive-up banking service		SP

Class of Use	B1	B2A
Personal service establishment		Y
Hand laundry, dry cleaning, or tailor with more than 5 employees on site at the same time		Y
Personal, Consumer and Business Services		
Consumer service establishment	SP	Y
• With more than 5 employees on site at the same time		SP
Funeral Home	Y	SP
Veterinary and animal care; accessory overnight boarding only for veterinary/medical care in an enclosed building		Y
Eating & Drinking Establishments		
Restaurant		
< 3,000 sq. ft. gross floor area	SP	Y
=> 3,000 sq. ft., and any restaurant that is principal use on lot of 10,000 sq. ft. or more		SP
Restaurant, Fast-Order Food		
< 1,500 sq. ft. in gross floor area		Y
=> 1,500 sq. ft., and any restaurant that is principal use on lot greater than 10,000 sq. ft. or more		SP
Restaurant, Drive-In Food Service		
Catering service		SP
Retail		
Retail, general, >3,000 sq. ft. gross floor area		SP
Retail, local; <3,000 sq. ft.		Y
Manufacture, assembly, packaging of goods provided that at least 50% of such goods are sold at retail primarily on the premises		
<1,000 sq. ft.		Y
=>1,000 sq. ft.		SP
Marijuana Delivery-Only Retailer ¹		
Marijuana Retailer		SP
Office Uses		
Including but not limited to professional, business, or medical offices:		
• Less than 3,000 sq. ft. gross floor area per building	SP	Y
• 3,000 sq. ft. or more gross floor area per building		SP
• Office, display or sales space with no more than 25% of floor space used for assembly, packaging or storage of commodities		SP
• In an existing building originally designed for single- or two- family residential use, if the building retains its residential appearance and is on street with ROW of at least 50 ft.	SP	
• With ROW less than 50 ft.	SP	
Wholesale Business & Storage		
Wholesale business in enclosed facility		SP
Wholesale storage and sale of flammable liquid, or wholesale business conducting at least half of the business at retail on the premises, based on business receipts		
Open or enclosed storage of vehicles		
Commercial Entertainment, Amusement, Assembly Uses		
Enclosed entertainment and recreation facilities not conducted as a private for-profit business	SP	SP
Outdoor entertainment and recreation facilities		SP
Enclosed entertainment and recreation facilities conducted for a profit		SP
Indoor Motion Picture Theater		SP
Adult Uses		

¹ See Section 2 definition of "Marijuana delivery-only retailer" for further information.

Class of Use	B1	B2A
Research, Laboratory, Related Uses		
Offices with data processing facilities or laboratories and testing facilities, which may include minor assembly or fabrication activities limited to 25% of the floor area	SP	SP
Research and development establishment		SP
Marijuana Research and Testing Facility		SP
Light Industry		
Laundry or dry cleaning plant		
Printing, binding, engraving plant		
Contractor's or Building Tradesman's yard		
Stone cutting, shaping, finishing in enclosed facility		
Truck service and repair		
Light manufacturing provided dust, flashing, fumes, gases, odors, refuse matter, smoke, and vapor in enclosed facility or disposed of properly and provided no noise or vibration is perceptible without instruments at a distance greater than 50 feet		
Marijuana Production Facility		
Other Principal Uses		
Medical Marijuana Treatment Center		SP
Artisanal fabrication	SP	SP
Artistic/creative production	SP	Y
Mixed-use	SP	SP
Accessory Uses		
Accessory Dwelling	Y	Y
Renting of up to three rooms	Y	Y
Accessory private garage for noncommercial motor vehicles	Y	Y
Accessory storage of a recreational trailer or vehicle, registered automobile or boat, or utility trailer, not in the front yard		
Accessory structure not used as part of business	Y	Y
Home occupation or office	Y	Y
Physician or Clergy office within a residence with up to 1 nonresident employee	Y	Y
Family child care ²	Y	Y
Accessory Uses		
Accessory retail or office use in apartment building over 20,000 square feet in gross floor area, provided: all activities are located on the first floor or basement floor levels, such uses shall not occupy more than 2,000 sq. ft.; all materials, goods, and activities in connection with said uses shall be confined completely within the building		Y
Accessory personal services for occupants or employees of hotel, office, or industrial use; access limited to within the building		Y
Accessory off-street parking and loading spaces conforming to the provisions of Section 6.1	Y	Y
The storage or keeping of not more than one commercial vehicle:		
• In a private garage accessory to a dwelling if owned or used by a person residing in such dwelling	Y	Y

² When in compliance with the Commonwealth of Massachusetts Standards for the Licensure or Approval of Group Day Care Centers, and subject to and in compliance with the Arlington Redevelopment Board Rules and Regulations.

Class of Use	B1	B2A
• Open air parking or storage accessory to a dwelling if owned or used by a person residing in such dwelling	Y	Y
• Parking of not more than 4 commercially-owned shared vehicles	SP	Y
• Parking of not more than 4 commercially-owned shared vehicles, located on land under the jurisdiction of the Town	SP	Y
Accessory outdoor storage; storage area not exceeding 25% of the lot coverage of the principal building.	SP	SP
Temporary food or beverage concession for profit at an event	Y	Y
Fundraising event conducted by an Arlington based non-profit organization, with no automated amusements	Y	Y
Other accessory use customarily incidental to permitted primary use	SP	SP
Activities accessory to a permitted use that are necessary in connection with scientific research	SP	SP
Up to three dwelling units in a building containing a business or service use	SP	SP
Fraternal, civic, entertainment, professional, or health or similar clubs or organizations as an accessory use	SP	Y
Cable television studio and/or head end site including antenna and satellite reception facility		SP
Catering service	Y	Y

DRAFT AMENDMENT

Amend Section 5.5 Business Districts, as follows:

5.5.1 Districts and Purposes

The Town of Arlington has established six business districts to provide for goods and services and employment opportunities in a variety of settings. The boundaries of the districts are as shown on the Zoning Map.

- C. B2A: Major Business District. The B2A district is [predominantly](#) located along Massachusetts Avenue, Mill Street, Summer Street, and Broadway. These areas generally contain retail and service uses that serve the needs of a large neighborhood area. Customers generally arrive by car, so the Town wants to ensure that ample parking is available to serve the retailer. Mixed-use buildings are allowed in this district, as is medium-density housing due to the district's proximity to residential uses. Specifically prohibited uses include (but are not limited to) automotive uses, some office uses, and wholesale business and storage uses.

5.5.3 Use Regulations for Business Districts

Class of Use	B1	B2	B2A	B3	B4	B5
Institutional, Educational						
Community center, youth club, adult education center, or similar facility operated by a non-profit institution (<i>Note: See Section 3.5 if use is for educational or religious purposes.</i>)	SP	SP	SP	SP		SP

A list of the parcels to be rezoned is attached hereto as [Exhibit "A"](#) on page [13](#).

ARTICLE 33

ZONING BYLAW AMENDMENT / ZONING MAP ADOPTION FOR B1 REZONING

To see if the Town will vote to adopt changes to the Zoning Map that would rezone certain parcels in the B1 Neighborhood Office Business District to B2A Major Business District; or take any action related thereto.

(Inserted at the request of the Redevelopment Board)

BACKGROUND

Pursuant to Article 32, Town Meeting needs to vote to approve and adopt the changes to the Zoning Map that are required to meet the terms of the article.

DRAFT AMENDMENT

Amend Zoning Map as follows:

Maps showing the parcels to be rezoned are attached hereto as [Exhibit "B"](#) on page [16](#).

ARTICLE 34 ZONING BYLAW AMENDMENT / ADMINISTRATIVE CORRECTION

To see if the Town will vote to amend Section 4.2 of the Zoning Bylaw, to reflect changes to the Zoning Map adopted by previous Town Meeting action; or take any action related thereto.

(Inserted at the request of the Redevelopment Board)

BACKGROUND

Since May 14, 2021, Town Meeting has adopted two zoning map changes:

- Article 3 of the 2024 Special Town Meeting established the location of the Multi-Family Housing Overlay Districts (also called “MBTA Communities” or “3A” zones). Article 3 was approved by Town Meeting on May 8, 2024.
- Article 31 of the 2024 Annual Town Meeting rezoned the certain parcel at 5-7 Winter Street to add it to the Neighborhood Multi-Family Housing Overlay District. Article 31 was approved by Town Meeting on May 13, 2024.

The date of the zoning map needs to be updated in Section 4.2 of the Zoning Bylaw to reflect these adopted and approved map amendments, which were both subsequently approved by the Attorney General on December 15, 2024.

DRAFT AMENDMENT

Amend SECTION 4.2, Zoning Map, as follows:

4.2 ZONING MAP

Zoning districts are shown on a map entitled "Zoning Map of the Town of Arlington, MA" and dated ~~May 14, 2021~~ [December 15, 2024](#) (the Zoning Map) on file in the Office of the Town Clerk and the Department of Planning and Community Development. The district boundaries shown on the Zoning Map, including all Overlay Districts listed in Section 4.1.2 of this bylaw, are part of this bylaw. The Zoning Map may include geographical features, streets, notations, and such other information to keep the map current and to facilitate orientation.

ARTICLE 35 ZONING BYLAW AMENDMENT / ZONING MAP ADOPTION FOR ADMINISTRATIVE CORRECTION

To see if the Town will vote to adopt changes to the Zoning Map, as amended by previous Town Meeting action; or take any action related thereto.

(Inserted at the request of the Redevelopment Board)

BACKGROUND

Pursuant to Article 34, Town Meeting needs to vote to approve and adopt the subsequent changes to the Zoning Map that are required to meet the terms of the article.

DRAFT AMENDMENT

Amend the Zoning Map as follows:

A copy of the map is attached hereto as [Exhibit “C”](#) on page [25](#).

ARTICLE 39

ZONING BYLAW AMENDMENT /
17 PALMER STREET TO THE MBTA NEIGHBORHOOD DISTRICT

To see if the Town will vote to add the Address of 17 Palmer St., zoned R2 Residential Two-Family, to the Neighborhood Multi-Family (NMF) Housing Overlay District; or take any action related thereto.

(Inserted at the request of John E. Heraty and 10 registered voters)

DRAFT AMENDMENT

Amend the MBTA Communities Overlay District Parcel List for the Neighborhood Multi-Family (NMF) Subdistrict as follows:

- Add a row to the Parcel List table to include the property at 17 Palmer Street; so that said row reads as follows:

Address	Owner	Existing Use Codes	Existing Use Description	Parcel Acres	Parcel Square Footage
17 Palmer St.	Heraty, John E./ Kielty Real Estate Trust	105	Three-Family Residential	0.15324	6,675

Amend the Zoning Map as follows:

Maps showing the parcels to be rezoned are attached hereto as [Exhibit "D"](#) on page [26](#).

ARTICLE 41

**ZONING BYLAW AMENDMENT /
AFFORDABLE HOUSING OVERLAY DISTRICT**

To see if the Town will vote to amend its Zoning Bylaw to create an Affordable Housing Overlay District so that housing meeting certain requirements with respect to affordability may be constructed as of right (including, without limitation, amendments to Sections 2 and 5 of the Zoning Bylaw to adopt such Affordable Housing Overlay District and amendments to Sections 4.1.2 and 4.2 of the Zoning Bylaw to add reference to such Affordable Housing Overlay District}; or take any action related thereto.

(Inserted at the request of Sanjay Newton and 10 registered voters)

The proponents of Article 41 have requested that this article be withdrawn or that the Redevelopment Board recommend no action.

ARTICLE 42

**ZONING BYLAW AMENDMENT /
AMENDMENT OF ZONING MAP TO INCLUDE AFFORDABLE HOUSING OVERLAY DISTRICT**

To see if the Town will vote to amend its Zoning Map to include and reflect an Affordable Housing Overlay District, if such a District is approved by the Town at its 2025 Annual Town Meeting; or take any action related thereto.

(Inserted at the request of Sanjay Newton and 10 registered voters)

The proponents of Article 42 have requested that this article be withdrawn or that the Redevelopment Board recommend no action.

Parcels Zoned B1

Full Address	GIS SqFt	Landuse Description	Parcel ID
7 AVON PL	4,040	101 - One Family	10-2-3.B
8-10 AVON PL	7,129	104 - Two Family	10-3-12
OLOT BACON ST	3,267	962 - Other	51-1-3
OLOT CENTRAL ST	15,090	900 - U.S. Govt.	51-4-2
6 CENTRAL ST	1,603	101 - One Family	51-1-6
7 CENTRAL ST	14,444	340 - Office	51-4-1
8-10 CENTRAL ST	5,917	109 - Multi-House	51-1-5
1 CHESTNUT ST	13,145	340 - Office	45-2-5
5 CHESTNUT ST	11,853	355 - Funeral	45-2-4
9 CHESTNUT ST	8,006	342 - Pro-Office	45-2-3
13-15 CHESTNUT ST	8,836	102 - Condo	45.A-2-13 / 45.A-2-15
17 CHESTNUT ST	9,147	013 - Res. / Comm.	45-2-1
OLOT COURT ST	4,862	337 - Parking Lot	50-6-8
9 COURT ST	6,917	340 - Office	50-6-7
10 COURT ST	27,686	900 - U.S. Govt.	51-4-9
5 FOREST ST	11,178	316 - Comm. Whs.	57-2-13
8-10 HENDERSON ST	5,597	105 - Three Fam.	23-3-11
4-6 LANCASTER RD	3,428	104 - Two Family	174-2-12.A
OLOT MASS AVE	3,426	132 - Undevelopable Land	23-5-7
OLOT MASS AVE	1,281	930 - Vacant, Municipal	62-1-3
OLOT MASS AVE	11,176	337 - Parking Lot	124-1-2
43-45 MASS AVE	5,258	111 - Apts. 4-8	23-5-6
48-50 MASS AVE	4,659	104 - Two Family	1-3-3
58-60 MASS AVE	5,121	013 - Res. / Comm.	1-3-1
63 MASS AVE	3,983	340 - Office	23-3-12
67 MASS AVE	3,993	104 - Two Family	23-3-13
70-72 MASS AVE	5,261	031 - Comm. / Res.	1-2-4
71-73 MASS AVE	5,551	013 - Res. / Comm.	23-3-14
77 MASS AVE	6,109	109 - Multi-House	23-3-15
89 MASS AVE	4,964	340 - Office	23-1-14
221 MASS AVE	5,081	104 - Two Family	28-3-9
223 MASS AVE	5,200	340 - Office	28-3-10
226 MASS AVE	12,103	031 - Comm. / Res.	6-2-3.A
251 MASS AVE	5,638	102 - Condo	29.A-3-11.1 / 29.A-3-11.2
255 MASS AVE	6,423	111 - Apts. 4-8	29-3-12.A
259 MASS AVE	8,207	343 - Condo-Comm	29.A-3-13.A / 29.A-3-13.B / 29.A-3-13.C / 29.A-3-13.D

EXHIBIT A

Review of Warrant Articles 32, 33, 34, 35, 39, 41, and 42 for 2025 Annual Town Meeting
March 24, 2025

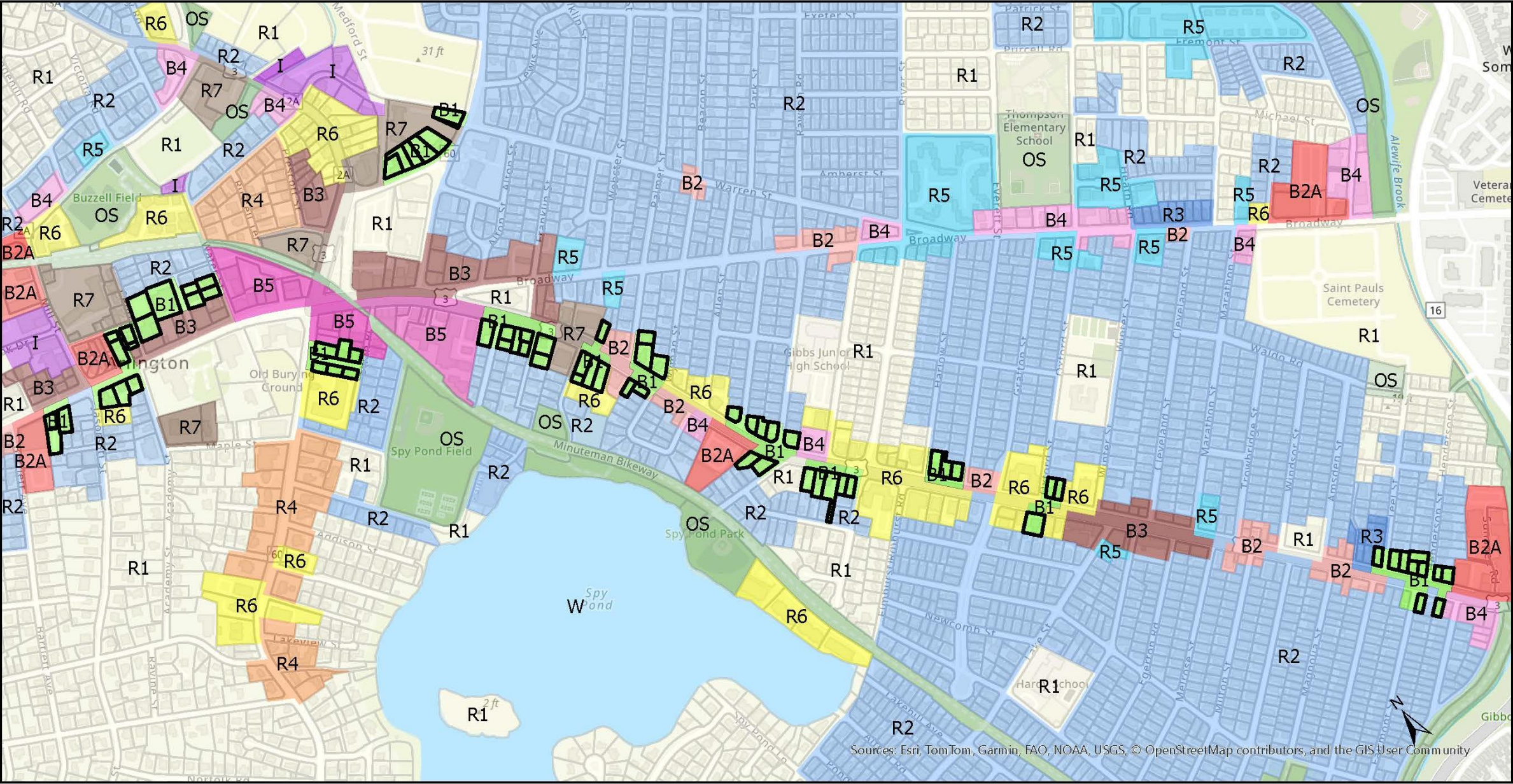
Full Address	GIS SqFt	Landuse Description	Parcel ID
286 MASS AVE	5,302	105 - Three Fam.	8-1-5.B
288 MASS AVE	5,403	104 - Two Family	8-1-5.A
290 MASS AVE	14,285	013 - Res. / Comm.	8-1-4
292 MASS AVE	8,521	031 - Comm. / Res.	8-1-3
294-298 MASS AVE	8,133	013 - Res. / Comm.	8-1-2
305 MASS AVE	6,673	101 - One Family	29-1-3
310 MASS AVE	7,695	102 - Condo	9.A-2-24.1 / 9.A-2-24.2 / 9.A-2-24.3
311 MASS AVE	6,448	101 - One Family	31-5-18
314 MASS AVE	7,027	109 - Multi-House	9-2-23
315-317 MASS AVE	5,729	104 - Two Family	31-5-19
319 MASS AVE	4,815	340 - Office	31-5-1
325-327 MASS AVE	5,184	105 - Three Fam.	31-3-13
355 MASS AVE	9,616	013 - Res. / Comm.	31-1-14.A
358 MASS AVE	3,949	013 - Res. / Comm.	9-2-5
360 MASS AVE	4,269	013 - Res. / Comm.	9-2-4
361 MASS AVE	11,342	031 - Comm. / Res.	31-1-1.A
370 MASS AVE	9,534	954 - Funct. Hall	10-4-3
373-375 MASS AVE	5,036	013 - Res. / Comm.	32-2-18
374 MASS AVE	8,715	102 - Condo	10.A-4-2 / 10.A-4-3 / 10.A-4-4 / 10.A-4-5
378 MASS AVE	8,009	013 - Res. / Comm.	10-4-1.A
390 MASS AVE	10,149	031 - Comm. / Res.	10-3-1
400-402 MASS AVE	4,194	031 - Comm. / Res.	10-2-3.A
404 MASS AVE	5,823	105 - Three Fam.	10-2-2
406 MASS AVE	6,002	031 - Comm. / Res.	10-2-1
418 MASS AVE	10,209	355 - Funeral	10-1-7
734-736 MASS AVE	6,284	013 - Res. / Comm.	124-2-9
735 MASS AVE	9,159	960 - Church	51-1-8
742 MASS AVE	9,547	031 - Comm. / Res.	124-2-8
754 MASS AVE	9,616	340 - Office	124-2-7
792 MASS AVE	9,075	340 - Office	124-1-3
800 MASS AVE	5,097	340 - Office	124-1-1
1007 MASS AVE	15,174	935 - Improved-Mun	55-2-15
1011 MASS AVE	4,695	105 - Three Fam.	55-2-16
1013R MASS AVE	4,488	101 - One Family	55-2-17
1017 MASS AVE	8,120	104 - Two Family	55-2-18
1025 MASS AVE	47,085	112 - Apts. 8 Plus	55-2-20
1087-1089 MASS AVE	8,031	105 - Three Fam.	56-2-7
1090 MASS AVE	6,450	013 - Res. / Comm.	148-4-4
1122 MASS AVE	7,245	013 - Res. / Comm.	148-3-2

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Review of Warrant Articles 32, 33, 34, 35, 39, 41, and 42 for 2025 Annual Town Meeting
March 24, 2025

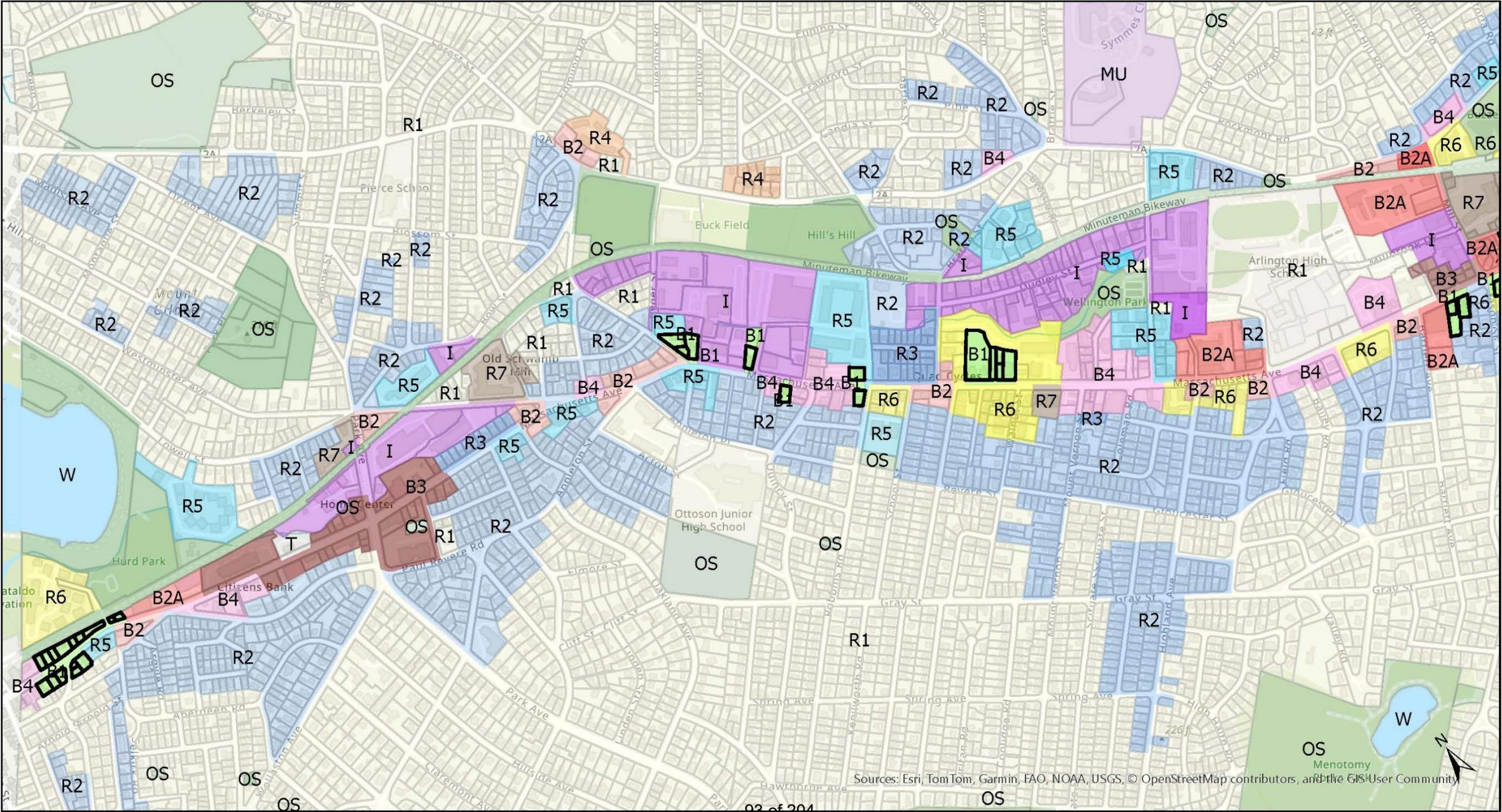
Full Address	GIS SqFt	Landuse Description	Parcel ID
1145 MASS AVE	8,258	355 - Funeral	57-2-18
1171 MASS AVE	11,378	031 - Comm. / Res.	57-2-15.A
1173 MASS AVE	3,998	105 - Three Fam.	57-2-15.B
1471 MASS AVE	2,457	105 - Three Fam.	62-1-2
1491-1493 MASS AVE	5,484	104 - Two Family	62-1-3.B
1497 MASS AVE	3,206	101 - One Family	62-1-6
1500-1502 MASS AVE	7,611	013 - Res. / Comm.	174-2-9
1501 MASS AVE	2,954	101 - One Family	62-1-7
1507-1511 MASS AVE	8,254	013 - Res. / Comm.	62-1-8
1508-1510 MASS AVE	1,636	326 - Restaurant	174-2-11.A
1513-1515 MASS AVE	4,059	104 - Two Family	62-1-10
1516 MASS AVE	5,080	101 - One Family	174-1-6
1517-1519 MASS AVE	4,679	106 - Accessory Land	62-1-11.A
1520 MASS AVE	5,171	013 - Res. / Comm.	174-1-5
1521-1523 MASS AVE	4,808	104 - Two Family	62-1-12.A
1530 MASS AVE	7,006	104 - Two Family	174-1-3
0LOT MEDFORD ST	1,188	132 - Undevelopable Land	46-1-14
58-60 MEDFORD ST	10,802	340 - Office	46-1-13
7-9 PALMER ST	6,213	111 - Apts. 4-8	31-1-2
22 PLEASANT ST	8,443	102 - Condo	11.A-2-1
40 PLEASANT ST	4,468	102 - Condo	11.A-4-40.1 / 11.A-4-40.2
42 PLEASANT ST	4,468	343 - Condo-Comm	11.A-4-42.A
10 POND LN	3,107	101 - One Family	10-4-1.B
0LOT QUINN RD	9,593	337 - Parking Lot	57-2-19
2 SWAN ST	8,443	102 - Condo	11.A-2-2
4 SWAN ST	8,443	102 - Condo	11.A-2-3
5 SWAN ST	4,792	102 - Condo	11-4-2.B
7 SWAN ST	4,792	102 - Condo	11-4-2.A
10 SWAN ST	7,385	102 - Condo	11.A-2-10.1 / 11.A-2-10.2
13 SWAN ST	4,296	102 - Condo	11.A-4-13
15 SWAN ST	4,296	102 - Condo	11.A-4-15
16 SWAN ST	4,663	111 - Apts. 4-8	11-2-10.A
6-8 WATER ST	5,966	105 - Three Fam.	50-6-3
12 WATER ST	6,272	102 - Condo	50.A-6-12.1 / 50.A-6-12.2 / 50.A-6-12.3
6 WHITTEMORE ST	4,272	102 - Condo	10-2-15.A
8 WHITTEMORE ST	4,272	102 - Condo	10-2-15.B

Zoning Along Mass Ave
East Arlington to Town Center



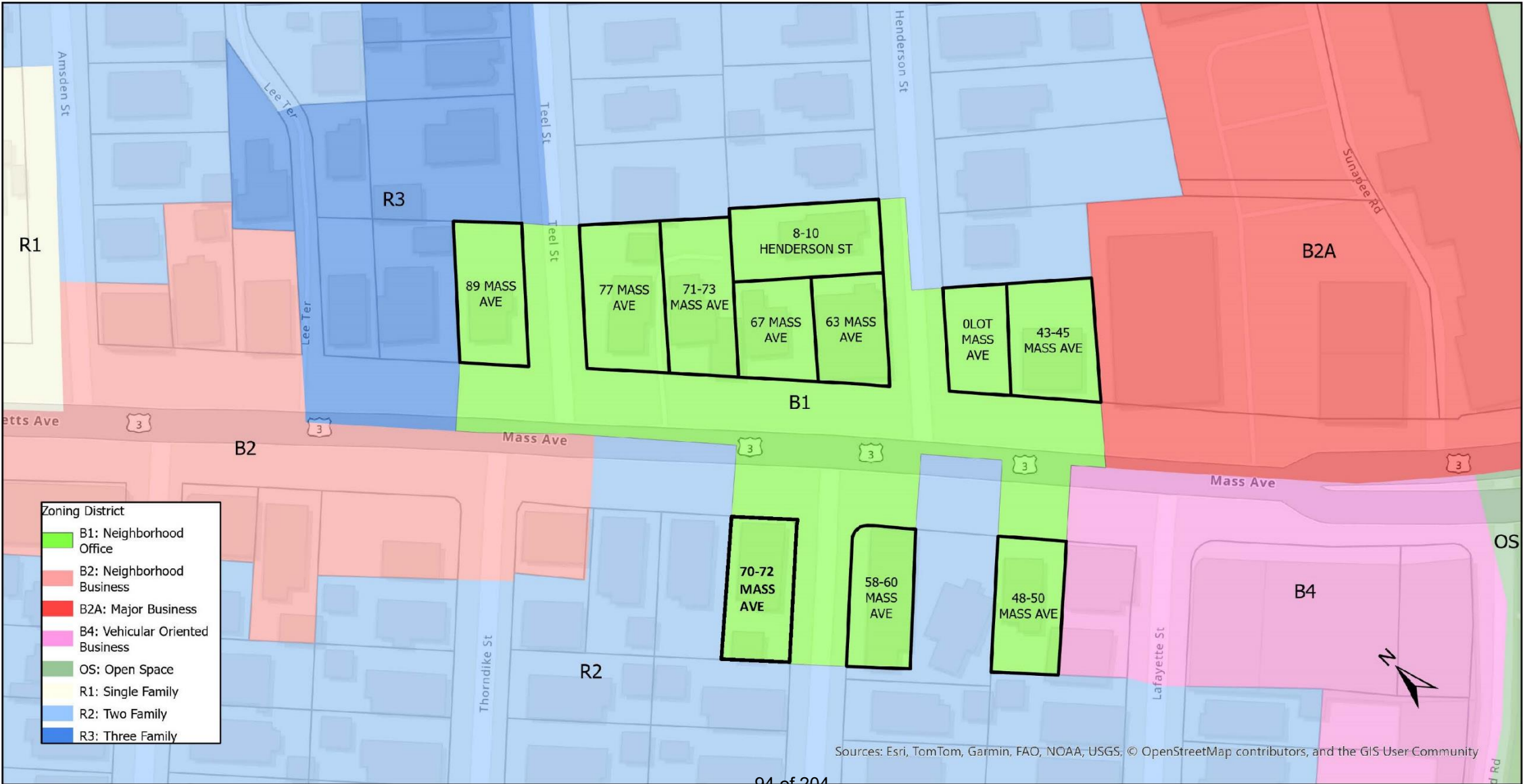
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Zoning Along Mass Ave
Town Center to Arlington Heights

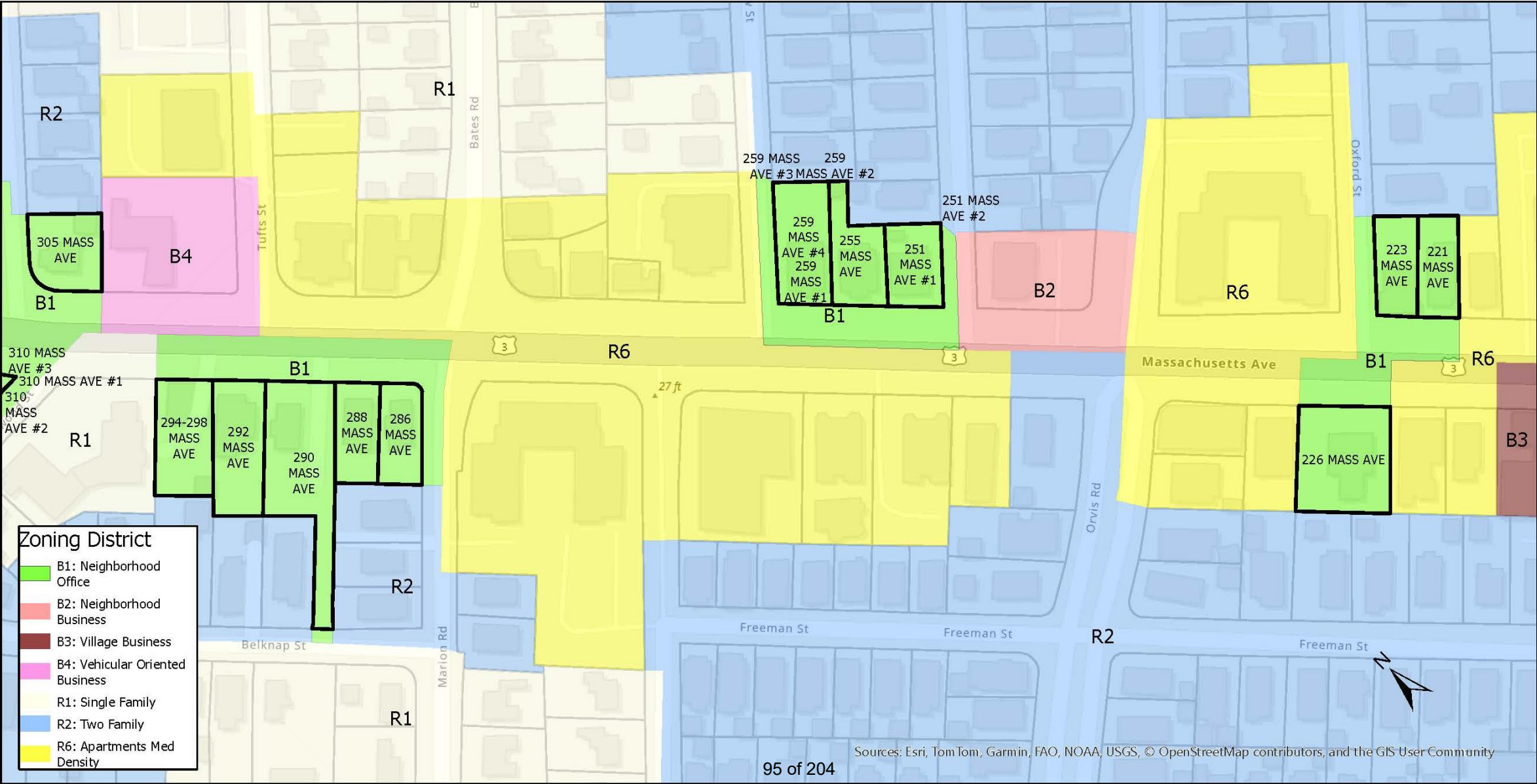


Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

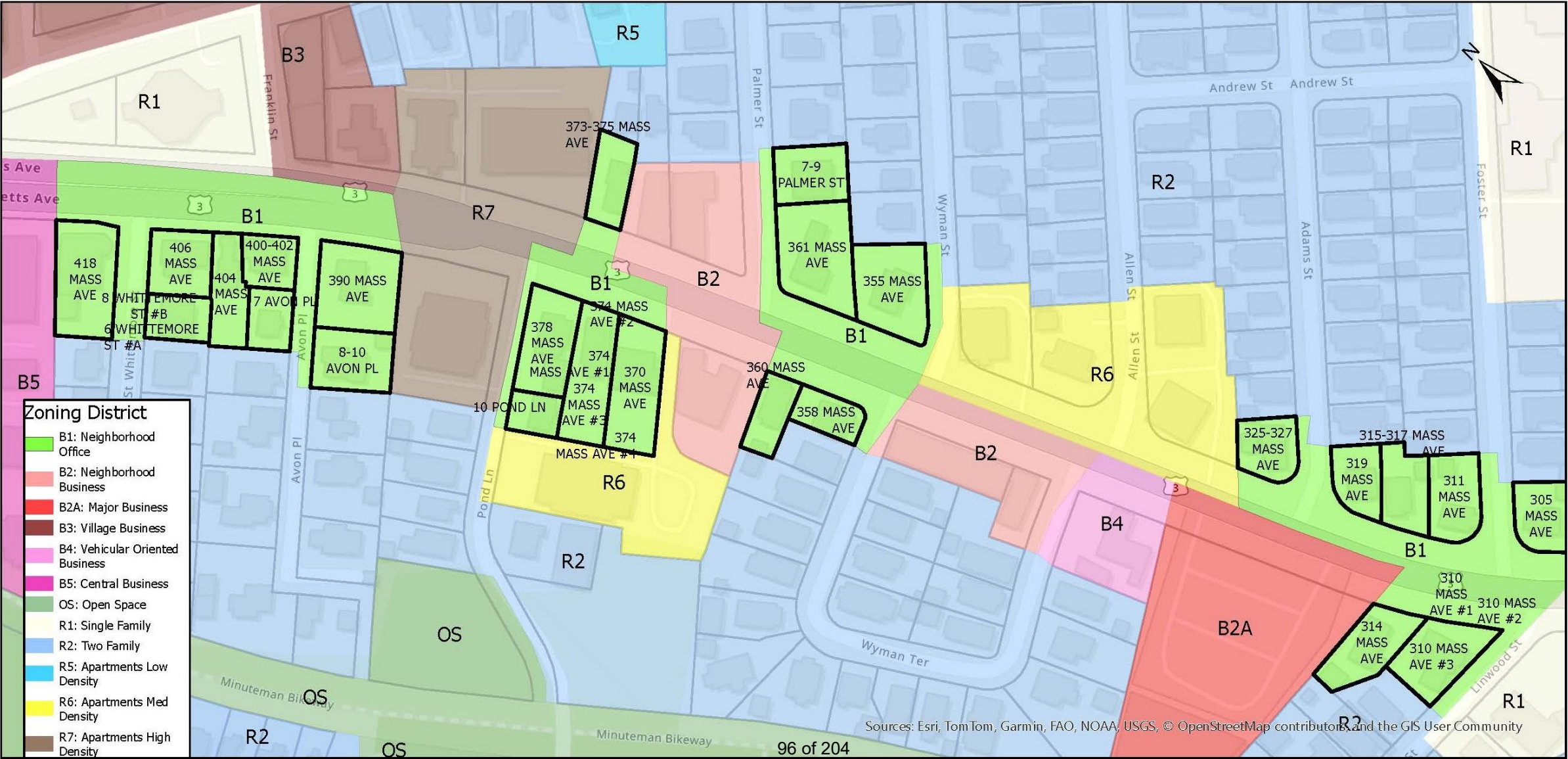
B1 Zoned Parcels 43-89 Mass Ave



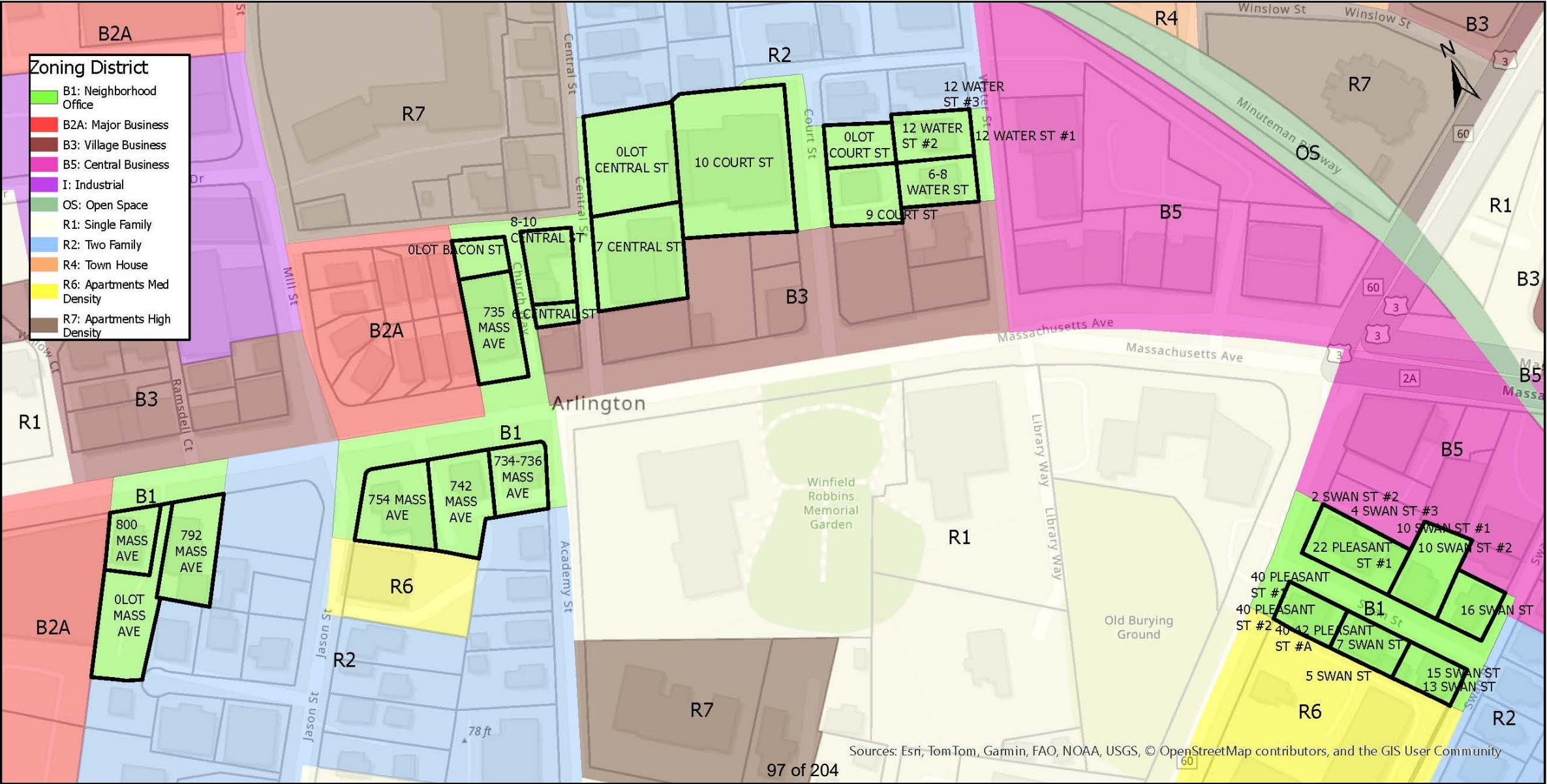
B1 Zoned Parcels 221-305 Mass Ave



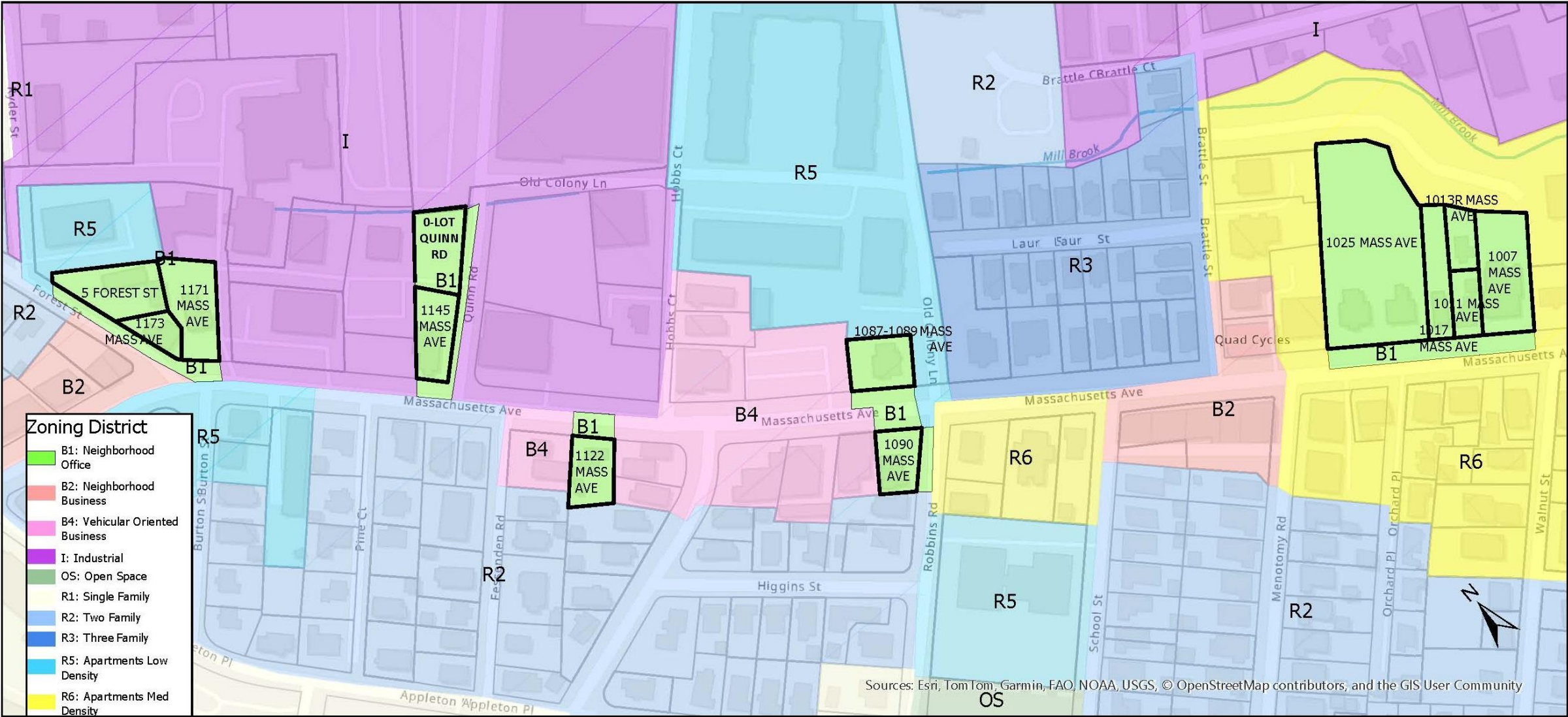
B1 Zoned Parcels 305-418 Mass Ave



B1 Zoned Parcels
734-800 Mass Ave
Swan, Winter, Court, and Central St

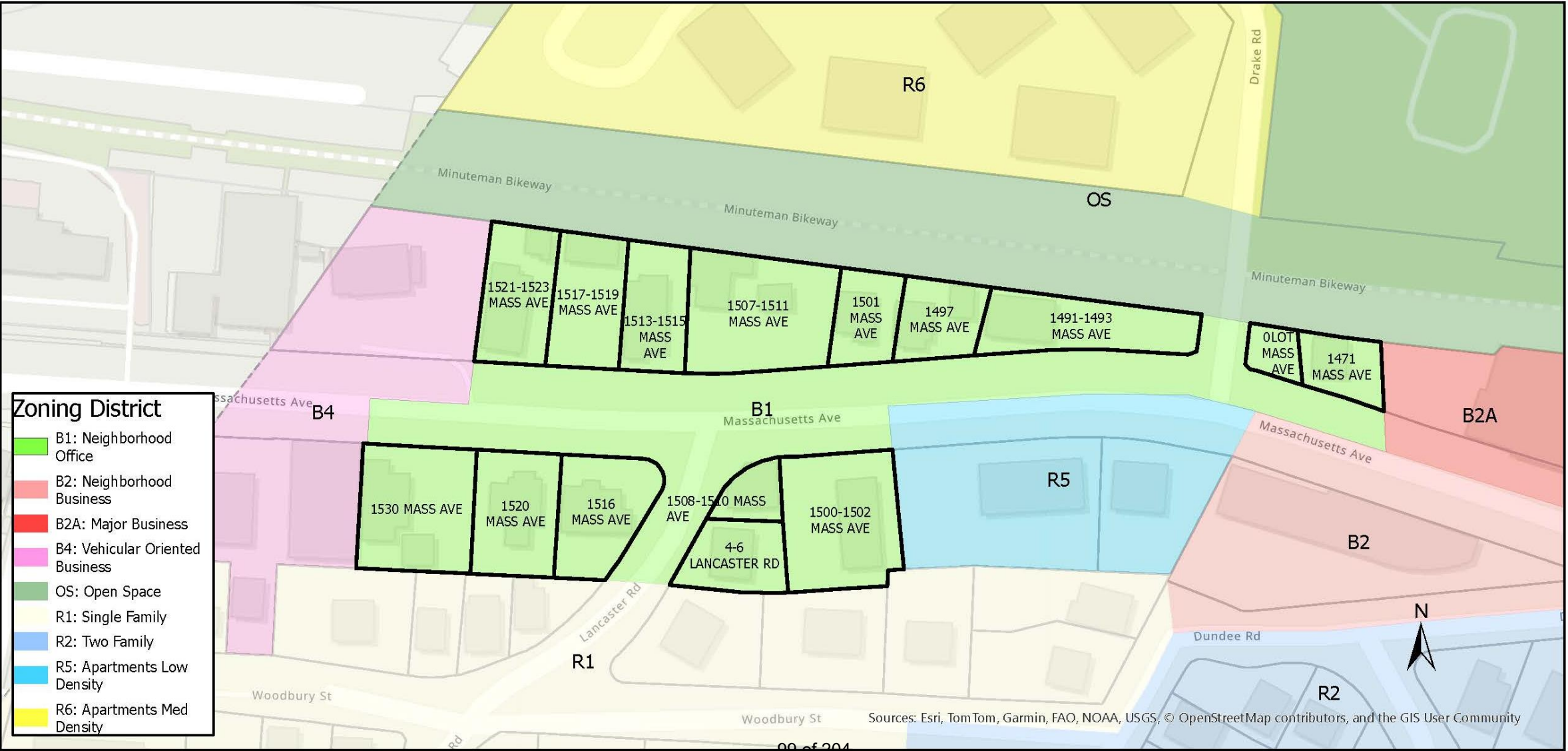


B1 Zoned Parcels 1007- 1171 Mass Ave

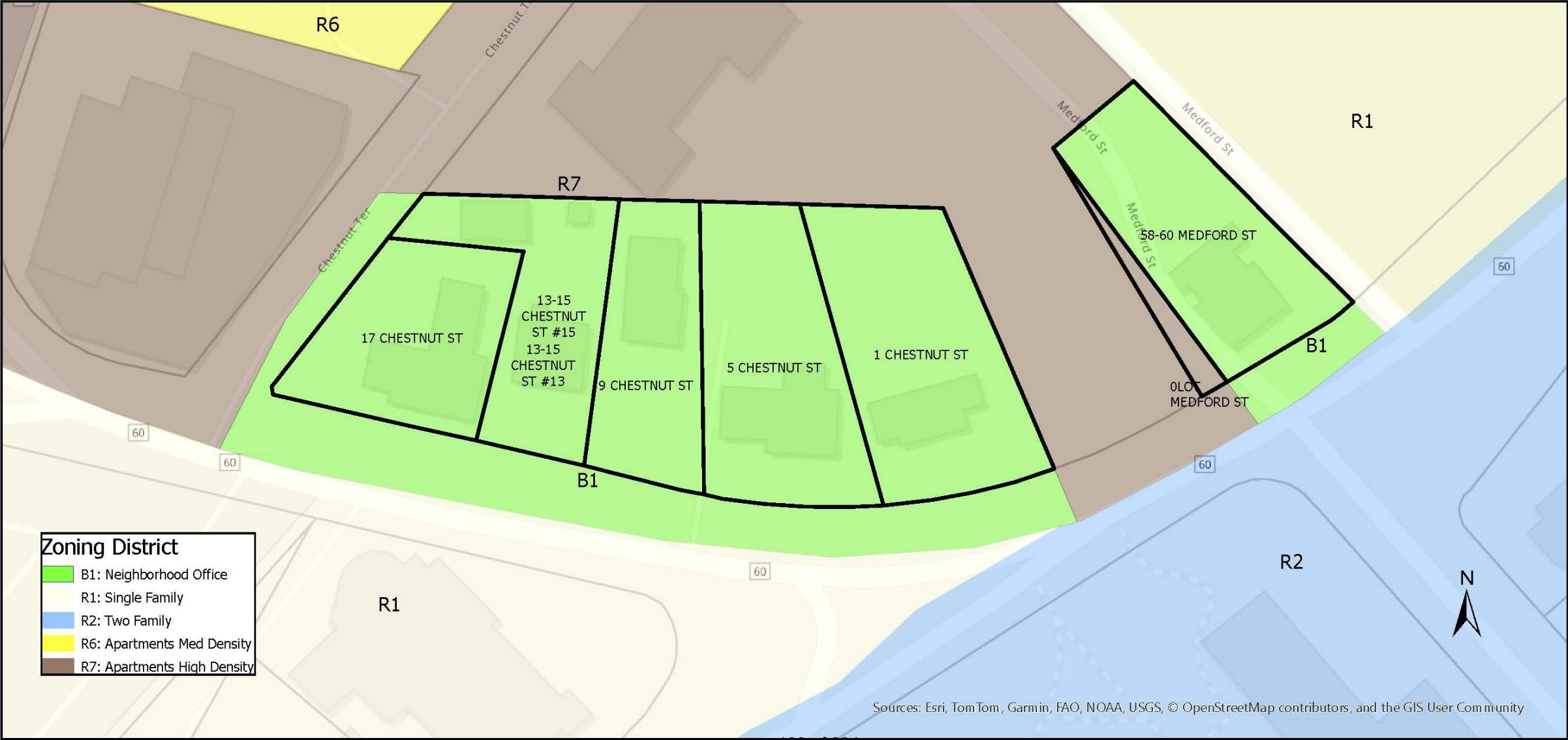


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B1 Zoned Parcels 1471-1530 Mass Ave



B1 Zoned Parcels Medford and Chestnut St.



Town of
Arlington, MA



Zoning

Zoning Overlay Districts

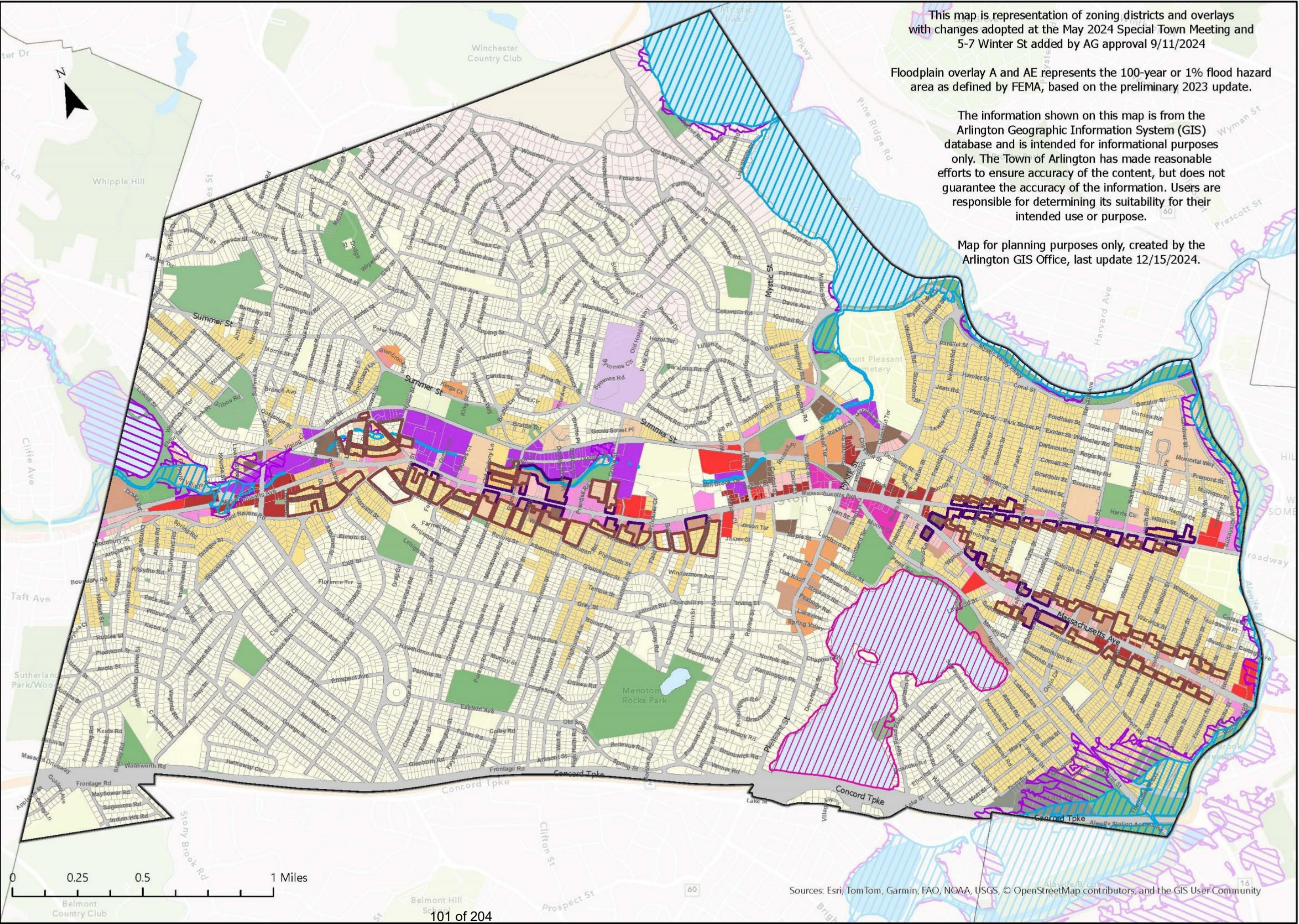
- Mass Ave/Broadway Multi-Family Housing
- Neighborhood Multi-Family Housing

Floodplain Overlay (2023)

- A: 1% Annual Chance of Flooding, no BFE
- AE: 1% Annual Chance of Flooding, with BFE
- AE: Regulatory Floodway

Zoning District

- B1: Neighborhood Office
- B2: Neighborhood Business
- B2A: Major Business
- B3: Village Business
- B4: Vehicular Oriented Business
- B5: Central Business
- I: Industrial
- MU: Multi-Use
- OS: Open Space
- PUD: Planned Unit Development
- R0: Large Lot Single Family
- R1: Single Family
- R2: Two Family
- R3: Three Family
- R4: Town House
- R5: Apartments Low Density
- R6: Apartments Med Density
- R7: Apartments High Density
- T: Transportation
- W: Water

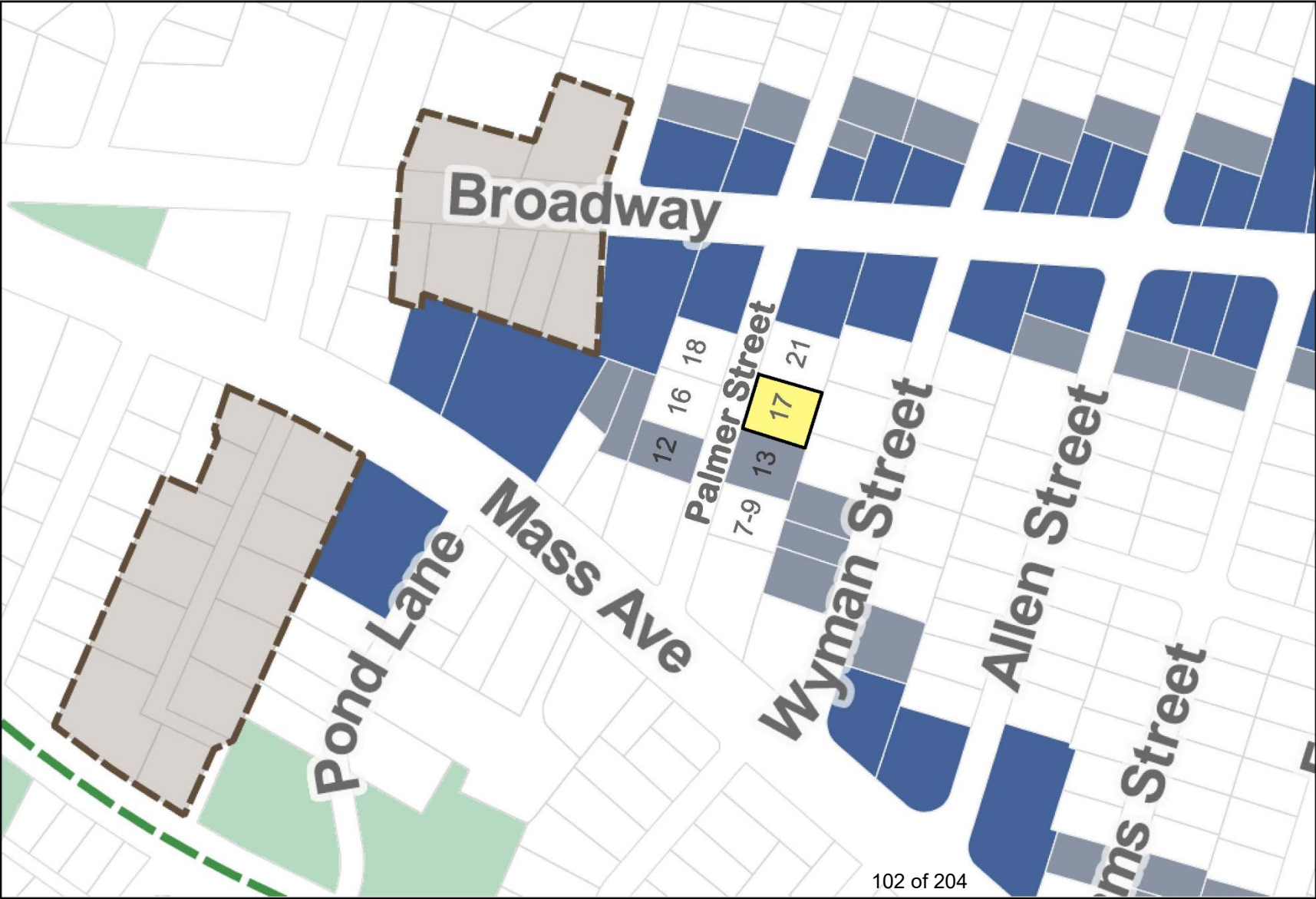


Multi-Family Housing Overlay Districts

- Mass Ave/Broadway Multi-Family Overlay District
- Neighborhood Multi-Family Overlay District

Existing Context

- Open Space
- Bike Trails / Multi-Use Paths
- Local Historic Districts



RECEIVED BY THE
SELECT BOARD OFFICE
ARLINGTON, MA 02476

2025 JAN 29 AM 10:46



Warrant Article Submission Form

PETITION OF TEN REGISTERED VOTERS FOR INSERTION OF ARTICLE INTO THE WARRANT FOR THE ANNUAL (SPECIAL) TOWN MEETING.

File Completed Form with the Office of the Select Board no later than Friday, January 31, 2025, 12:00/Noon.

We, the undersigned registered voters (10 for Annual, 100 for Special) of the Town of Arlington, hereby petition the Select Board pursuant to MGL c. 39, § 10 to insert the following article(s) into the warrant for the Annual (Special) Town Meeting.

ARTICLE
Proposed Title/
Subject Matter: **Amending the Zoning Bylaw to add 17 Palmer Street to the MBTA Neighborhood District.**

To see if the Town will vote to add the Address of 17 Palmer St., zoned R2 — Residential Two-Family, to the Neighborhood Multi-Family (NMF) Housing Overlay District or take any action related thereto.

Requested by: John E. Heraty

(Name one person who will be the contact individual for this article and will serve as the person for upcoming hearings regarding this article.).

Address: 17 Palmer Street, Arlington, MA 02474

Telephone: 617-921-7555

Email: jeheraty@gmail.com

For Office Use Only – Do Not Write In This Area

Proposed Name/Subject Matter: _____

The primary motion for this article will come from:

Select Board Redevelopment Board Finance Committee

The following groups will comment on this article:

Select Board Redevelopment Board Finance Committee

Amending the Zoning Bylaw to add 17 Palmer Street to the

MBTA Neighborhood District

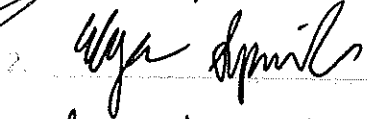
Proposed Title/Subject Matter _____

Signatures

Printed Name & Address

1. 

JAMES Spink 27 Cedar Ave Arlington

2. 

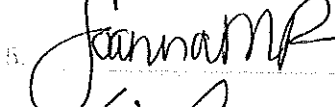
Elyse Spink 27 Cedar Ave Arlington

3. 

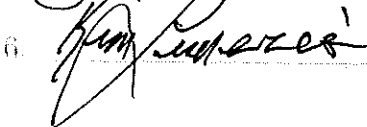
Rachel Macdonald Poole 27 Cedar Ave Arlington

4. 

Sophie Spink 27 Cedar Ave Arlington

5. 

Joanna Poole 27 Cedar Ave Arlington

6. 

KIM LEVERISE 139 FRANKLIN ST.

7. _____

8. _____

9. _____

10. _____

11. _____

12. _____

13. _____

14. _____

15. _____

(please use additional sheets of paper for signatures if needed)

Amending the Zoning Bylaw to add 17 Palmer Street to the

Proposed Title/Subject Matter MBTA Neighborhood District.

Signatures

Printed Name & Address

1. Jane E. Urick Jane E. Urick, 17 Palmer St. Apt. 1
2. Katy Kywonis Katy Kywonis, 17 Palmer St. #3
3. Mary Knapp Mary Knapp, 17 Palmer St. #2
4. Courtney Urick Courtney Urick, 11 Teel St. 02474
5. Theodore Twiss Theodore Twiss 11 Teel St 02474
6. Paul J. Clement 18 Palmer St. Unit E Arlington MA
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____
15. _____

(please use additional sheets of paper for signatures if needed)

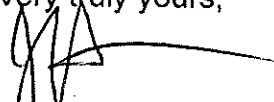
1.

January 8, 2025

HI, NEIGHBOR: I intend to ask Town Meeting to allow my property at 17 Palmer Street to be included in the MBTA Neighborhood District. One of the requirements is that I notify all abutting property owners by certified mail.

This notice fulfills that requirement. No action is needed on your part. There will be a public hearing in front of the Redevelopment Board in February or March. You will receive a postcard notice from the Board with the date of that hearing.

Very truly yours,



John E. Heraty

2.

abutters_parcel_id	abutters_owner1	abutters_owner2	
32.A-2-14	FO JEFFREY T & GRACE A/ TRS	FO 2024 FAMILY TRU	7022 0410 0001 2479 5831
32.A-2-16	WANG JIAN & ZHAO SUCHUN SCZ	WANG JIN & MAXWI	7022 0410 0001 2479 5848
31-1-3	VATAN PIROOZ		7018 3090 0002 2973 9912
31-1-4	HERATY JOHN E/TRUSTEI		7018 3090 0002 2973 9929
31-1-9	VALERI ROBERT E--TRS--ETAI		7018 3090 0002 2973 9943
31-1-10	28 BLAKE STREET LLC		7018 3090 0002 2973 9950
31.A-1-19	YOO SOON Y		7018 3090 0002 2973 9967
31.A-1-21	HOPPE BRUCE E		7018 3090 0002 2973 9974
32-2-10	ARCHAMBEAULT JAMES H--ETAI		7018 3090 0002 2973 9752

owner_address	abutters_town	abutters_state	abutters_zip	abutters_parcel_address
14 PALMER ST	ARLINGTON	MA	02474	14 PALMER ST UNIT 14
16 PALMER STREET UNIT 16	ARLINGTON	MA	02474	16 PALMER ST UNIT 16
7 CHADBOURNE RD	LEXINGTON	MA	02421	11--13 PALMER ST
24 CHENERY TERR	BELMONT	MA	02478	17 PALMER ST
PO BOX 532	WOBURN	MA	01801	20--22 WYMAN ST
101 ORCHARD STREET	SOMERVILLE	MA	02144	18 WYMAN ST
8 BURTON RD	BURLINGTON	MA	01803	19 PALMER ST UNIT 1
21 PALMER STREET #2	ARLINGTON	MA	02474	21 PALMER ST UNIT 2
40 BLAKE ROAD	LEXINGTON	MA	02420	18 PALMER ST

3.

7018 3090 0002 2973 9950

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Somerville, MA 02144

Certified Mail Fee \$4.85

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☐ Return Receipt (hardcopy) \$0.00

☐ Return Receipt (electronic) \$0.00

☐ Certified Mail Restricted Delivery \$0.00

☐ Adult Signature Required \$0.00

☐ Adult Signature Restricted Delivery \$0.00

Postage \$0.73

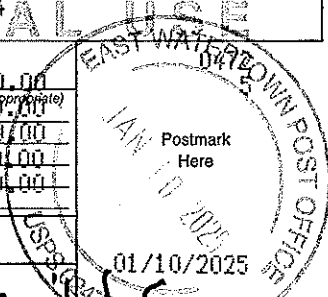
Total Postage and Fees \$5.58

Sent To Blake St LLC
101 Orchard St
Somerville, MA 02144

City, State, ZIP+4[®]

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions



7018 3090 0002 2973 9943

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☐ Certified Mail Restricted Delivery \$0.00

☐ Adult Signature Required \$0.00

☐ Adult Signature Restricted Delivery \$0.00

Postage \$0.73

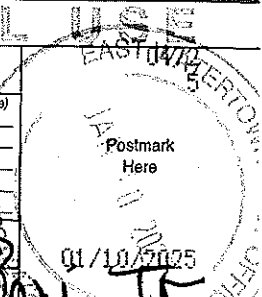
Total Postage and Fees \$5.58

Sent To Loretta and Robert Cohen, Jr
P.O. Box 522
Woburn, MA 01801

City, State, ZIP+4[®]

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Burlington, MA 01803

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Extra Services & Fees (check box, add fee as appropriate)

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☐ Return Receipt (electronic) \$0.00

☐ Certified Mail Restricted Delivery \$0.00

☐ Adult Signature Required \$0.00

☐ Adult Signature Restricted Delivery \$0.00

Postage \$0.73

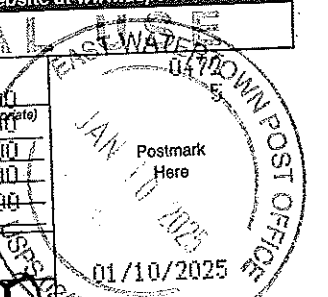
Total Postage and Fees \$5.58

Sent To Susan Yoon
8 Burton Rd
Burlington, MA 01803

City, State, ZIP+4[®]

PS Form 3800, April 2015 PSN 7530-02-000-9047

See Reverse for Instructions



7022 0410 0001 2479 5848

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Arlington, MA 02474

Certified Mail Fee \$4.85

Extra Services & Fees (check box, add fee as appropriate)

☐ Return Receipt (hardcopy) \$0.00

☐ Return Receipt (electronic) \$0.00

☐ Certified Mail Restricted Delivery \$0.00

☐ Adult Signature Required \$0.00

☐ Adult Signature Restricted Delivery \$0.00

Postage \$0.73

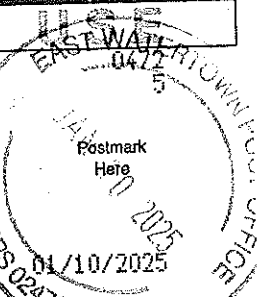
Total Postage and Fees \$5.58

Sent To Jian Wang
Jian Wang
16 Palmer Unit 16
Arlington, MA 02474

City, State, ZIP+4[®]

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See Reverse for Instructions



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Lexington, MA 02421

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☐ Return Receipt (electronic) \$0.00

☐ Certified Mail Restricted Delivery \$0.00

☐ Adult Signature Required \$0.00

☐ Adult Signature Restricted Delivery \$0.00

Postage \$0.73

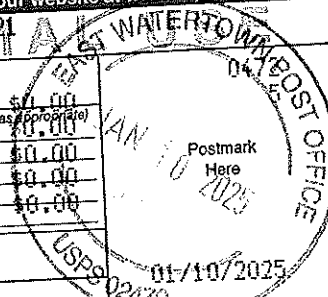
Total Postage and Fees \$5.58

Sent To Proos Vitau
7 CHAS BONAUE RD
Lexington, MA 02421

City, State, ZIP+4[®]

PS Form 3800, April 2015 PSN 7530-02-000-9047

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7018 3090 0002 2973 9929

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Belmont, MA 02478

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☐ Return Receipt (electronic) \$0.00

☐ Certified Mail Restricted Delivery \$0.00

☐ Adult Signature Required \$0.00

☐ Adult Signature Restricted Delivery \$0.00

Postage \$0.73

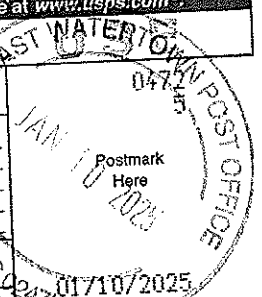
Total Postage and Fees \$5.58

Sent To HEROTY
29 CHENERY Terr
Belmont, MA 02478

City, State, ZIP+4[®]

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Lexington, MA 02420

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<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage \$0.73

Total Postage and Fees \$5.58

Sent To *James Archon beauty*

Street and Apt. No., or P.O. Box No. *10 Blake Road*

City, State, ZIP+4® *Lexington, MA 02420*

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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Arlington, MA 02474

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Extra Services & Fees (check box, add fee as appropriate)

<input type="checkbox"/> Return Receipt (hardcopy)	\$0.00
<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage \$0.73

Total Postage and Fees \$5.58

Sent To *BRUCE Hoppe*

Street and Apt. No., or P.O. Box No. *21 Palmer St*

City, State, ZIP+4® *Arlington MA 02474*

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

7022 0410 0001 2479 5831

U.S. Postal Service
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Official Use

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<input type="checkbox"/> Return Receipt (electronic)	\$0.00
<input type="checkbox"/> Certified Mail Restricted Delivery	\$0.00
<input type="checkbox"/> Adult Signature Required	\$0.00
<input type="checkbox"/> Adult Signature Restricted Delivery	\$0.00

Postage \$0.73

Total Postage and Fees \$5.58

Sent To *FO Trustee*

Street and Apt. No., or P.O. Box No. *14 Palmer Unit 14*

City, State, ZIP+4® *Arlington MA 02474*

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

4.



Town of Arlington, Massachusetts

Correspondence

Summary:

15 Ryder Street:

- P. Selker, 2/24/2025
- K. Azar, 3/9/2025
- N. Desphande, 3/13/2025
- E. Luong, 3/13/2025
- A. LeRoyer, 3/19/2025
- M. Contreras, 3/21/2025
- W. Evans, 3/21/2025
- A. Tee, 3/21/2025
- D. Tee, 3/21/2025
- A. Anway, 3/24/2025
- R. Dunham, 3/24/2025
- R. Hargrove, 3/24/2025
- L. Hennelly, 3/24/2025
- C. Ladd, 3/24/2025
- J. Tee, 3/24/2025

Warrant Articles:

- Article 32 - P. Kent, 3/14/2025
- Article 32 - P. Seltzer, 3/20/2025

ATTACHMENTS:

Type	File Name	Description
▢ Correspondence	15_Ryder_St_-_02242025_Selker__P.pdf	15 Ryder St - 02242025 Selker, P
▢ Correspondence	15_Ryder_St_-_03092025_Azar__K.pdf	15 Ryder St - 03092025 Azar, K
▢ Correspondence	15_Ryder_St_-_03132025_Desphande__N.pdf	15 Ryder St - 03132025 Desphande, N
▢ Correspondence	15_Ryder_St_-_03132025_Luong__E.pdf	15 Ryder St - 03132025 Luong, E
▢ Correspondence	15_Ryder_St_-_03192025_LeRoyer__A.pdf	15 Ryder St - 03192025 LeRoyer, A
▢ Correspondence	15_Ryder_St_-_03212025_Contreras__M.pdf	15 Ryder St - 03212025 Contreras, M
▢ Correspondence	15_Ryder_St_-_03212025_Evans__W.pdf	15 Ryder St - 03212025 Evans, W
▢ Correspondence	15_Ryder_St_-_03212025_Tee__A.pdf	15 Ryder St - 03212025 Tee, A
▢ Correspondence	15_Ryder_St_-_03212025_Tee__D.pdf	15 Ryder St - 03212025 Tee, D
▢ Correspondence	15_Ryder_St_-_03242025_Anway__A.pdf	15 Ryder St - 03242025 Anway, A
▢ Correspondence	15_Ryder_St_-_03242025_Dunham__R.pdf	15 Ryder St - 03242025 Dunham, R
▢ Correspondence	15_Ryder_St_-_03242025_Hargrove__R.pdf	15 Ryder St - 03242025 Hargrove, R
▢ Correspondence	15_Ryder_St_-_03242025_Hennelly__L.pdf	15 Ryder St - 03242025 Hennelly, L
▢ Correspondence	15_Ryder_St_-_03242025_Ladd__C.pdf	15 Ryder St - 03242025 Ladd, C

- | | | |
|---|---|---|
| ▣ | Correspondence 15_Ryder_St_-_03242025_Tee__J.pdf | 15 Ryder St - 03242025 Tee, J |
| ▣ | Correspondence Warrant_Article_32_-
_Kent__P._03142025.pdf | Warrant Article 32 - 03142025 Kent, P |
| ▣ | Correspondence Warrant_Article_32_-
_Selker__P._03202025.pdf | Warrant Article 32 - 03202025 Selker, P |

Sent: Monday, February 24, 2025 10:49 PM
To: Rachel Zsemlery
Cc: Claire Ricker
Subject: Public comment on arlington brewing company ARB hearing

Hey there! Paul Selker here from 24 Central Street. I stopped by tonight to listen to the ABC hearing. Since it seems there will be a follow-up hearing I thought I would offer a comment.

I'm in support of the project because, ultimately, this seems like exactly the sort of use envisioned by zoning for this area and it's more broadly a huge boon for the town. If not here...then where can Arlington support such a project?

Few more specific thoughts. I should probably say that I am sharing them strictly in my personal capacity and not as a member of any committees.

- I'm an avid runner and I've run and almost every street in town. Ryder stinks in many ways, it's true. But I think the ABC site plan would do a lot to remedy this. Even beyond the obvious benefit of a new sidewalk protected and shaded by trees, there's good research to suggest that when a road isn't bounded closely by objects like trees or benches or bike racks etc, drivers are encouraged to speed up. By contrast, a feeling of closeness to immovable objects helps drivers know they need to slow down. I would expect the tree buffer to help calm traffic even though it isn't itself a traffic calming measure explicitly. And it's such a huge improvement over what's there.

- I noticed in a few of the ARB questions and possible requirements what felt to me like solutions in search of problems, premature optimization or 'bikeshedding'. For instance: the request to have ABC set up a system to measure the volume of its outdoor music. I work in broadcast and audio visual production and this is a pretty (ok, very) unusual requirement for an installed retail ambient music system. Ultimately, the decibel level at the patio itself is not even the important question: the way that sound travels and is attenuated (or not attenuated) to get to neighboring properties is the actual concern, but would not be measured by an onsite system. To be clear, I am not suggesting an alternative measurement system. I'm suggesting that only ongoing cooperation with the neighborhood in the real world context of an operating biergarten can identify whether a problem even exists - and solve it.

Likewise, the request that ABC attempt in advance to qualify or quantify foot versus bicycle versus car traffic when there is no analogous establishment in Arlington and (I suspect) limited or no existing retail ABC customer demography to draw on feels so inherently subjective as to be potentially useless.

I'm no expert in Efis but I felt similarly about the 'vertically extend the panzer mesh to 8 ft' idea. Felt like a solution in search of a problem and one that would certainly add expense to the project.

- I understand the desire to limit nighttime noise in the outdoor space. But I will say that as someone who eagerly awaits the opportunity to patronize the biergarten but who also has a child at home who needs to be put to bed, I would suggest that a mandatory 9:00 p.m. closing time for the biergarten is excessively strict - and might even prevent me from using it altogether!

Hope this helps. I tried to focus on things that other people might not bring up. And - many thanks to the ARB members for your efforts. I know it's a thankless job sometimes and I don't want to seem unduly critical. Ultimately the meeting was thoughtfully conducted and in very good faith as usual.

Paul.

From: Kristin Azar
Sent: Sunday, March 9, 2025 8:10 PM
To: Rachel Zsembery
Subject: Ryder st

Hi I am a resident on Ryder st I was not able to attend the meeting i have lived here for thirty years i have seen the changes to this area it is a small compact area with mixed use it has been growing in congestion over the last couple years and i think there should be some sort of study on the of a brewery/tasting room and how adding more without any sort of study on the safety and impact to the area I am all for small business but there should be some sort of thought for the resident and how it will effect us and how we live there are no sidewalks this is a cut threw for the junior high it's easy for someone who doesn't live here to make a decision but I hope you take into consideration if this is were you lived and were raising your family do you feel like this is a good choose for this area this is a little glimpse into a weekend day down here

From: Naren Deshpande

Sent: Thursday, March 13, 2025 4:54 PM

To: Rachel Zsembery; Kin Lau; Eugene Benson; Shaina Korman-Houston; Stephen Revilak

Cc: Kylee Foley; Colleen Leger; EngPermits; William Copithorne

Subject: Re: Environmental Design Review Docket #3838, 15 Ryder St

Dear ARB Members,

Thank you for hosting the EDR #3838 Docket on February 06th 2025 and providing an opportunity to hear our concerns. I wanted to follow up with some additional thoughts and elaborate on some concerns.

As someone who lives directly across the proposed brewery (within 80 feet) with a growing child, I am very concerned about the impacts of this brewery on the well-being of our family.

While a few changes were proposed during the hearing, they are not enough to address the key concerns; specifically related to noise, quality of life, safety and odor.

Please see attached Exhibits A, B, C, & D attached. Exhibit A (below) outlines the current neighborhood baseline around key issues of noise, traffic, operating hours and odor. Exhibit B (below) outlines the proposed use and highlights the issues that are projected to get worse or new issues that were non-existent. [Exhibit C \(available at this link\)](#) is a summary of short term noise measurements taken in the week of 03/03 by a calibrated meter. Exhibit D (below) are some of the applicable ordinances and MA state laws.

Although the Ryder Street neighborhood has existing issues around parking, safety, etc, they will be severely exacerbated by the proposed use. In addition, new issues around noise and odor will be added, which didn't exist previously.

The operating hours will grow by ~2100 hrs/year, a whopping increase of 44%. The noise is expected to grow significantly. New odor issues will be introduced which didn't exist before. Parking, traffic and safety concerns will become worse.

All of this will not just affect the quality of our life but also can lower the values of our homes in the neighborhood.

I sincerely don't hope for a brewery and a restaurant operating every day until 11PM across anyone's home, I am sure most of you can relate to that.

Re: Acoustics, the proposed permit drawings have zero information on the acoustical performance of the rooftop units, besides a boxed out area on the roof. Most importantly, there are no references or details on any chillers/condensers, which is the largest noise producing equipment. In addition to the equipment, cars and people are also sources of noise.

We regularly experience the noise from the cars and people after hours during skating events, and now with the proposed use, will experience it everyday.

Re: Energy code compliance, the proposed permit drawings have no information on minimum equipment efficiencies, comcheck calculations, stretch code compliance documentation, grease traps, which are very typical for a commercial permit submission.

Re: Water use, during the hearing, the daily projected water use just for the brewery was in the order of 800-850 Gallons (if I am not mistaken) and doesn't count the water usage associated with the kitchen equipment (dishwashers, prep sinks, etc) and other domestic use. Has the town engineering department investigated this? Will this affect the water pressure at our residences during peak usage times? Has a hydraulic model been done to assess the impact? Is the existing domestic CW and sewer line big enough?

The concerns above are real facts that we will continue to live with for ourselves and (hopefully) for our future generations. It's not just a difference of opinion. I would urge the voting members of the ARB to put themselves in our shoes and ask yourselves "Would I like a brewery and a restaurant directly in front of my house that operates at 11PM every day?"

The proposed use has no comparable precedent in Arlington. In fact, the residents of the town have rejected a proposed McDonalds establishment in East Arlington in a residential neighborhood in the early 90's.

The Medford brewery was brought up as a comparison during the hearing, but the comparison is not apples to apples. The lanes to the brewery are 2 ways and much wider and the residences are much further away.

Overall, the proposed retail/commercial use of the restaurant is not acceptable. I am personally not against ABC, but I truly believe a retail/commercial use like this belongs in a bustling city center type of district.

Here are some potential measures that can be implemented to mitigate some of the concerns. I do want to point out that no matter the amount of measures, the brewery and restaurant will change the fabric of the neighborhood for the worse and will affect our morale .

1. Engage an acoustical consultant and conduct an ambient acoustical study and implement noise mitigating measures to comply with Massachusetts state laws
2. Limit operating hours to 5PM in the evening
3. Prohibit operable windows in the front of the building
4. Provide permanent sound meters with alarm capabilities at the establishment
5. Consider UL rated recirculating kitchen hoods in lieu of kitchen exhaust fans
6. If Kitchen fans are used, consider utility set type fans with stacks extending 10-15 above roof level to limit entrainment into adjacent residences
7. Limit parking on street for residences with enforceable signs
8. Create a dedicated walking lane on the street
9. Post no loitering signs and no smoking signs in the front
10. Provide screened in areas for rooftop units

Thank you for your consideration and time,
Naren Deshpande
18 Ryder Street
Arlington

Exhibit A

Ryder Street Neighnorhood Current Occupancy baseline

Occupancy	Typical Operating Hours					Typical Average Noise levels (Note 4)							Traffic			Safety			Parking			Water	Odors
Residential /Industrial	Weekdays (Note 1)	Saturday (Note 1&2)	Sunday (Note 1& 2)	Sunday Note 1& 3	Total(h rs)	Weekday after 6PM	Weekday afternoon	Weekends after 5PM	Sat AM	Sun AM	Sat Noon	Sun afternoon	Daytime (weekdays)	Daytime (weekends) (5)	After hours (5)	Daytime (weekdays)	Daytime (weekends) (5)	After hours (5)	Daytime (weekdays)	Daytime (weekends) (5)	After hours (5)	Pressure	
	8am -5 pm	9 am to 12pm	9 am to 12pm	12 pm to 2pm	2676	43.7 dB	50.6dB	46.9 dB	55.6 dB	44 dB	50.8 dB	45.8dB	Moderate to Heavy	Moderate	Light	High Risk	Moderate R	Low Risk	Moderate to High Demand	Moderate to High Demand	Moderate to High Demand	Adequate	No odor issues

- Notes
- 1. Actual operating hours may vary slightly
 - 2. Hours associated with Town Recycling
 - 3. Hours associated with Town Swap Shed, once a month
 - 4. Please refer to sound level measurements - Exhibit C

Exhibit B

Ryder Street Neighnorhood Proposed Occupancy

Occupancy	Typical Operating Hours					Typical Average Noise levels (Note 4)							Traffic			Safety			Parking			Water	Odors
Residential /Industrial	Weekdays (Note 1)	Saturday (Note 1&2)	Sunday (Note 1& 2)	Sunday Note 1& 3	Total(h rs)	Weekday after 6PM	Weekday afternoon	Weekends after 5PM	Sat AM	Sun AM	Sat Noon	Sun afternoon	Daytime (weekdays)	Daytime (weekends) (5)	After hours (5)	Daytime (weekdays)	Daytime (weekends) (5)	After hours (5)	Daytime (weekdays)	Daytime (weekends) (5)	After hours (5)	Pressure	
	8am -11 pm	8 am to 11 pm	8 am to 11 pm	8 am to 11 pm	4732	????	???	???	??	??	???	???	Moderate to Heavy	Moderate to Heavy	Moderate to Heavy	High Risk	High Risk	High Risk	High Demand	High Demand	High Demand	?????	Grease Exhaust

- Notes
- 1. Actual operating hours may vary slightly
 - 2. Hours associated with Town Recycling
 - 3. Hours associated with Town Swap Shed, once a month
 - 4. Noise levels in general are expected to go higher. No information currently submitted as part of the permit documentation to allow an accurate assessment

Exhibit D: Applicable Codes and Comparable Ordinances

1. Town of Arlington Permit Criteria

A. Tap room hours of operation

Per Section 5.6.4-D Arlington Zoning Bylaws, Tap room hours of operation open to the public shall not represent disturbance to adjacent residential uses and such hours must follow the Commonwealth of Massachusetts requirements for licensing and operations.

We believe the proposed maximum occupancy up to 11PM poses a significant disturbance to adjacent residential uses from a noise and traffic standpoint and is not acceptable to us. See a summary of local noise ordinance and Massachusetts state laws.

B. The requested use will not impair the integrity or character of the district or adjoining districts, nor be detrimental to the health, morals, or welfare.

We believe that the proposed beer garden will change the after hours quiet and peaceful fabric of the neighborhood to a bustling fabric akin to a city center and is not acceptable. See Exhibit C.

C. The requested use will not create undue traffic congestion or unduly impair pedestrian safety.

We believe the proposed use will create additional traffic and safety issues in an already stressed neighborhood.

D. Sustainable Building and Site Design. Projects are encouraged to incorporate best practices related to sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. Applicants must submit a current Green Building Council Leadership in Energy and Environmental Design (LEED) checklist, appropriate to the type of development, annotated with narrative description that indicates how the LEED performance objectives will be incorporated into the project. (LEED checklists can be found at <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=220b>)

a) Based on the drawings submitted, no information can be found that addresses environmental smoke and control, which is a LEED prerequisite

b) No information can be found that demonstrates compliance with the Massachusetts stretch code

c) Not enough information on performance and location of proposed equipment

d) No information on odor mitigation associated with brewery and grease exhaust

2. Exterior Noise Codes:

PART 1 - Massachusetts also enforces an exterior noise ordinance, measured in decibels (dB). While this ordinance provides a minimum compulsory requirement across the state, individual towns and cities implement their own noise ordinances in addition to the state-mandated law.

PART 2 - The ordinance for exterior noise, M.G.L. Chapter 111, Section 142A-M, reads as follows:

PART 3 - A noise source will be considered to be violating the Department's noise regulation (310 CMR 7.10) if the source:

PART 4 - 1. Increases the broadband sound level by more than 10dB(A) above ambient, or

PART 5 - 2. Produce a "puretone" condition – when any octave band center frequency sound pressure level exceeds the two adjacent center frequency sound pressure levels by 3 decibels or more.

PART 6 - These criteria are measured both at the property line and at the nearest inhabited residence. "Ambient" is defined as the background A-weighted sound level that is exceeded 90% of the time,

measured during equipment operating hours. “Ambient” may also be established by other means with consent of the Department.

3. **Example Town Noise Ordinances in MA:**

Plymouth MA: It shall be unlawful for any person or persons occupying or having charge of any building, structure, vehicle or premises or any part thereof in the town to cause or suffer or allow any unnecessary, loud, excessive or unusual noises in the operation of any radio, phonograph or other mechanical sound-making device or instrument, or reproducing device or instrument, or in the playing of any band, orchestra, musician or group of musicians, or in the use of any device to amplify the aforesaid, or the making of loud outcries, exclamations or other loud or boisterous noise or loud and boisterous singing by any person or group of persons, or in the use of any device to amplify the aforesaid noise, where the noise is plainly audible at a distance of 150 feet from the building, structure, vehicle or premises in which or from which it is produced. [Click Here To View The Law.](#)

Cambridge MA: Different laws for different type of areas. Residential law: 60dBA from 7:00AM to 6:00PM, and 50dBA at all other times. Cambridge also specifies the max dBA at specific octave levels. [Click Here To View The Law.](#)

Worcester MA: No person shall engage in persistent or repeated yelling, shouting, hooting, whistling, singing, or the making of other loud noises between the hours of 9:00 p.m. and 7:00 a.m. in such a manner as to be plainly audible in any public place at a distance of 25 feet or more in any direction or so as to annoy or disturb the reasonable quiet, comfort or repose of persons in any dwelling, hotel, hospital, or other type of residence, or in any office, or of any persons in the vicinity of any such person in or on the public sidewalks, ways or other public places. . [Click Here To View The Law.](#)

A noise study has not been performed as part of this project.

From: Emily Luong
Sent: Thursday, March 13, 2025 4:44 PM
To: Claire Ricker
Subject: Support for the Arlington Brewing Company

Dear Arlington Redevelopment Board,

I write to express my support for the Arlington Brewing Company project. Our town, now more than ever, needs more opportunities to feel connected as a community, and this project will provide a much needed space for this to happen.

I look forward to attending the next meeting in support of this fantastic, local business.

Thank you,
Emily Luong

145 Robbins Road

Comments on Arlington Brewing Company, 15 Ryder Street

To: Arlington Redevelopment Board @ cricker@town.arlington.ma.us

From: Ann LeRoyer, 12 Peirce St., annleroyer12@gmail.com

Date: March 19, 2025

I have been aware of the Arlington Brewing Company's plans to renovate the building and site at 15 Ryder Street for a while now, and I met with the owners during one of their neighborhood outreach meetings.

A brew pub has been on the wish list of many Arlington residents for years, and I am not opposed to the idea. However, the location on Ryder Street is very problematic. I believe the owners are trying to mitigate neighborhood concerns, but the traffic and parking realities are difficult for them to manage alone.

Traffic

As a long-time resident of Peirce Street, close to the intersection of Forest St., Ryder St. and Mass Ave., I am well aware of the traffic patterns in this area. (There was a car crash at Ryder/Forest/Peirce just this morning; two cars were towed away.) The redevelopment of the Mass Ave./Appleton corridor should help to manage traffic eventually, but it seems likely that the construction of the Forest Street intersection will overlap with the first years of the Brewery, adding to the confusion and conflict of this already busy part of town.

Furthermore, the proposed redesign of the Ryder Street/Minuteman Bikeway intersection also seems to coincide with the opening year or two of the Brewery. Again, in the best of all worlds, that redevelopment will help to manage bicycle, pedestrian and vehicle traffic along Ryder Street, but this is a narrow private way. Commercial landscaping, plumbing and moving trucks already compete with DPW vehicles, pedestrians (most importantly, students walking to and from the Ottoson Middle School), bicyclists, Sports Center families, and Ryder Street and Beck Road residents.

The addition of up to 40-50 cars of Brewery customers on a busy summer afternoon/evening could be quite dangerous. Some customers will be able to walk or ride a bike, but most will come by car and will not be familiar with this quirky network of private roads and the mix of commercial, industrial and residential users.

I want to raise the idea of making Ryder Street and Beck Road one way, entering at Ryder/Forest and exiting at Beck/Forest. There are clearly pros and cons to this suggestion; more studies and discussions are needed with other Town officials, but this might be a way to manage traffic flow and ensure safety for all users and abutters.

Parking

Of course, related to traffic is parking. This is already a very contentious issue for the neighborhood, especially since the completion of the Artemis housing development. Although parking spaces are provided for residents within that building, Artemis guests regularly park along Ryder Street and on Peirce Street, sometimes for days at a time and often blocking abutters' properties.

The proposed design for the Brewery seemed to offer about 20 parking spaces in a designated parking lot next to the building. Where will the employees and overflow visitors park? Perhaps the Brewery owners can negotiate with the Mirak representatives to arrange for addition parking on the nearby Mirak land. If not, I can envision even more chaos and congestion as customers try to park on all of the nearby roadways.

Summary

I urge the ARB, in conjunction with the Brewery owners, the Town, and the Mirak landowners, and as part of its Special Permit authority, to require alternative traffic and parking plans to ensure public safety, reduce traffic congestion, and ease the anticipated adverse impacts on the immediate neighborhood.

Mariah Contreras | March 21, 2025

To: Claire Ricker, Arlington Redevelopment Board

Dear Members of the Arlington Redevelopment Board,

Thank you for continuing the public hearing and engagement on this important application.

Our small mixed-zone neighborhood knows and supports businesses in Arlington. When the Mirak family sought a 40B permit for the redevelopment of the industrial lot of 1165R, we neighbors heard and saw the impact of the dozens of local, small businesses that were forced out of the Schwamb Co Mill Building for an overwhelmingly residential “mixed-use” case. At that year’s Greek Festival I gave hugs and consoled Mill artists who were trying to figure out where to relocate. Our next door neighbor started an Arlington-based business with *another* Ryder Street neighbor down at the DPW site, and when they ask for support or marketing help for their business, we champion their efforts. My household prints all our invitations and holiday cards with Kathy at Swifty instead of the online options (and encourage community members to do the same). I let Amy’s Salon figure out what to do with my hair. What I have seen is that our neighborhood is demonstrably supportive of local businesses: and ultimately we want Tom and Peter to have a successful business.

It is hard to run a successful restaurant business just about anywhere, and it is getting especially hard to run a brewery in Massachusetts, with WBUR reporting that “from 2016 to 2023, Massachusetts averaged over 24 openings and nine closing per year... but in 2024, the state had 17 openings and 15 closures” ([WBUR 12.20.24](#)) and the Brewers Association citing major concerns on the horizon for the craft industry overall ([Brewers Association 12.10.24](#)). This challenge is appreciable and as business supporters, we recognize the delicate nature of the investment that Tom and Peter have put into their dream and the investments that have been put into their vision. When our neighborhood sought the expertise of a brewery consultant, the consultant relayed a clear list of “perennial issues” that new breweries underinvest in, and simply get it wrong:

1. ventilation safety and odor,
2. noise from glycol chillers,
3. noise from forklift and pallet jacks,
4. noise from patrons,
5. not hiring an experienced freight broker,
6. operating hours,
7. crowd mitigation,
8. inadequate bathrooms,
9. parking,
10. wayfinding,
11. and trash/spent grain.

The Ryder/Beck abutters provided Tom and Peter this information in October. The provisions for our safety, welfare, and right to enjoy our properties are not unreasonable and we have been transparent that

they are much more affordable than correcting for oversights down the road through retrofit and additional costs—we provided case studies—or being shut down. And when we do not see these needs being addressed through the Town processes, I worry for both the development of Tom and Peter’s business and our quality of life here in Arlington.

There are so many good solutions. None of the solutions we are seeking to abate our burdens are new. These are good practices that will aid, or better yet, ensure their restaurant and beer garden can stay open. To be clear, this is not about support or not supporting, this is about a meaningful vetting of conditions that make this application reasonable for the maximum number of stakeholders.

I intend to support the ABC.

What does this look like, especially for a residential abutter: this means my household will seek to be good neighbors, respect Tom and Peter’s pursuit of building a business, and help when and where we can.

I intend to protect our rights to safety and enjoyment of our residential properties—and so do my neighbors.

This means that should our rights be violated- and in this illustration by ABC- that as an informed, organized network of residential abutters our neighborhood will advocate for our rights by the legal and procedural means afforded to us. I want to make sure that everyone is aware that this is not only about the half dozen R1 and R2 properties across the street from 15 Ryder: There are approximately 161 residences surrounding the proposed restaurant and beer garden, all within 400 ft range (Appendix A).

- Our collective will monitor safety concerns, private and public nuisances, and environmental disturbances;
- We will act in a coordinated manner to submit to the appropriate Town and regional authorities should safety, nuisance, or hazard occur;
- We will log and document all such communications as a network in a central database;
- We will notify press, as needed.

We have only begun to organize the 161 residential units that directly surround 15 Ryder Street, and at the time of this writing we have approximately 10% of units willing to submit *individual* complaints and reports to the Arlington Police Department, Arlington Board of Health, and the Arlington Select Board, as appropriate and legitimate. We anticipate that with future efforts we can engage the needs of abutters and enlist more residential abutters to monitor, submit, and document on behalf of their own properties as part of the network.

Breaches of safety and nuisance are not good for residents’ health and welfare. The results of legitimate complaints to oversight authorities is not good for the development of Tom and Peter’s business. In this scenario, everyone suffers and the business risks shutting down or ultimately losing its license.

In anticipating residential abutters rights to safety and enjoyment of their respective properties, it would be encouraging to see the central tasks of Design Criteria 3.3.3, Special Permit Conditions, and Environmental Review Standards 3.3.4 truly, concretely set forth a structure of accountability in order to set the applicants up for success. For abutters such a scenario is one in which we get to support the ABC and also have little to no cause for submitting complaints to the Health Department, organizing grievances

to the Town, or filing reports with the Arlington Police Department or beyond. Below I ask, seek, and sometimes plead for the continued attention to the needs of this application. It is not where it needs to be, but I know there is a way to make this work better. I hope you see that too.

SPECIAL PERMIT DECISION CRITERIA

3.3.3.C. *The requested use will not create undue traffic congestion or unduly impair pedestrian safety*

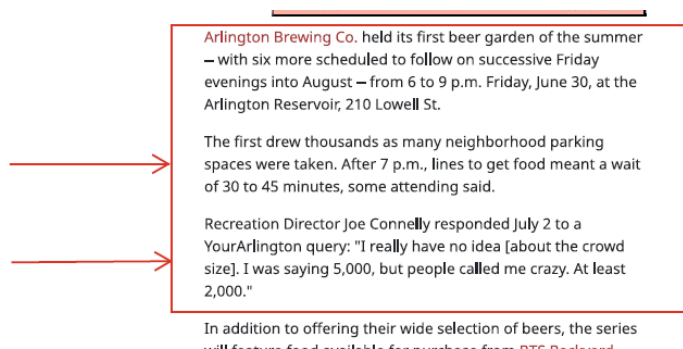
This condition cannot possibly be considered met. Moreover, it cannot even be properly assessed without a baseline user study.

Congestion

(To start, I hope the board will consider that 206 is the seating capacity. Not 100 as often referenced in the application. I would appreciate the Board's deliberation around traffic congestion, parking, and noise to hold the true seating capacity in mind: 206. Also, the updated materials indicate that an "observational study" occurred. My spouse and I invited all members of the Board to walk the neighborhood during a high parking event (daytime hockey playoff). I was joined by Peter Caradonna of ABC and Stephen Revilak of ARB and together we walked the length of Ryder from Forest Street to the bike path, where I guided the group through approximately 25 points of moderate to high concern. Although I am a social scientist, and led the tour, this was not an "observational study" this was a walk-through that I truly hope provided a lot of on-the-ground insight to the safety and congestion concerns your Board has read on paper. And we continue to welcome the Board here to see Ryder/Beck! Regardless, I continue to urge the Board to coordinate with the applicant, the applicant's landlord, and the Town to please conduct a user and traffic study of the Ryder/Beck neighborhood to better understand how this CRITICAL criterion of the Special Permit could be met).

The context: ABC use case plans to service 206 patrons, with proposed hours of operation until 10 or 11pm every day of the week replacing a building that has largely been sleeping for over a decade, on a private way with scarce infrastructure or rules. By default this will add congestion.

The popularity, as referenced by [local news sources](#), of ABC will lead to many vehicles seeking to park *somewhere*.



The abutters need the town to require a parking management plan that not only includes where they will supposedly park but when patrons drive to ABC, find it is full, what their alternatives are and trace where they will drive throughout the neighborhood to find parking. We know where the patrons will park and for busy streets like Forest Street, there should be an understanding of how spillover is going to be managed.

Impairing Pedestrian Safety

The application is an exceptional use case in exceptional neighborhood where there is scarce infrastructure to provide safety to pedestrians (or cyclists or scooters). The lone traffic calming measure (a speed table) was a condition of the 1165R 40B (the Artemis) that abutters requested of the ZBA to input. It was installed incorrectly, passed by inspectional services, and has since been deemed ineffective by Town traffic engineer and other officials. And I think the right thing to do is to re-do it so that it serves its purpose to slow traffic, but that decision belongs with the developer and possibly the ZBA. The lone pedestrian protection is an incorrectly installed sidewalk for the first 100 feet of Ryder Street off Forest. Otherwise, there are no rules.

Should nothing go into the infrastructure here, a question keeps lingering in my mind that I honestly hope will linger in others':

In a high-risk traffic environment like Ryder/Beck, once the brewery opens, once a patron exits with less operational acuity (driving, biking, or walking)- what happens when someone gets injured?

The applicant has proposed a pedestrian path inside its leased space that is not connected to the roadway: I do not believe this will be effective for the pedestrians on Ryder, I think it will be a place where patrons often congregate waiting to get into the ABC. And I do not think anyone expected Tom and Peter to create a separate pedestrian path. Likewise, we heard from the Board that this was not Tom's problem to solve alone. I 100% agree and for the record I have never heard anyone suggest that this was Tom and Peter's problem to solve; they are tenants. They cannot touch the roadway. It is their landlord who owns much of the private way of Ryder Street alongside the town of Arlington.

Please see Appendix B. Ryder Street is a private way, not a public road, and through deed is owned nearly in full by 2 actors:

- (1) The Town of Arlington
- (2) the (Bob) Mirak family of developers, whose representatives appear to be very supportive of the ABC application.

It would be useful to understand: ***What is preventing these two powerful agents from implementing solutions for safety on Ryder?*** (e.g., continuous ADA sidewalk, speed bumps, road paint, directional striping, etc.) There are simple, proven measures that could have *immediate* positive impact on the safety of all who use Ryder Street, would provide a safe continuous access to the bike path for families who live at the Mirak's 124 unit Artemis, and a very clear bolster for the application for the 15 Ryder Street application at hand.

It's not just abutters. ALL who access Ryder need these actors to step up and be champions for our community's safety. I ask the Board to step in to help engage the Town and landlord to show our community's safety is worth their investment.

I drive to work on Powderhouse Blvd in Somerville. Wow: what a difference some reasonable planning created for the safety of that neighborhood. I hope everyone takes a look or goes for a drive/bike/walk over there to see what a few simple speed bumps and paint can do to protect pedestrians.

- <https://voice.somervillema.gov/powder-house-boulevard-restriping-safety-improvements>

3.3.3.D. Requested use will not overload water or hydrant

I ask the Board to gather and confirm details.

I request that the Board confirm that ABC peak water use will not impact residential water use; I also request that the Board confirm that the lone hydrant on Ryder Street is sufficient for the commercial restaurant use case and that abutters have access to the fire roadway inspection and fire response plan.

3.3.3.F. The requested use will not impair the integrity or character of the district or adjoining districts, nor be detrimental to the health, morals, or welfare

This condition is not met and, sadly, not yet even addressed.

I was disheartened that during the first public hearing no one on the Board nor the applicant openly discussed the concerns of the abutters regarding the influx of drivers on Ryder and Beck who will have consumed alcohol at the ABC. It doesn't matter if the intended vibe is a "relaxed atmosphere where customers savor their drinks rather than consume large volumes." The applicant cannot control the alcohol absorption rate or the blood alcohol level of his patrons. Most of the patrons going into the ABC will be different from the patrons exiting the ABC: we all know why.

The requested use before the Board is not a benign use: **it does present detriment to our welfare that remains unaddressed**. If the requested use was a coffee roastery or a yoga studio, for example, abutters would likely have concerns regarding congestion, flow, and parking overreaches, but those uses would not cause detriment to our welfare because we would not need chronic hypervigilance about patron driving behaviors over and above the typical Massachusetts driving.

Likewise, I do not live in a commercial district where there are a certain amount of safeguards (e.g., traffic striping, sidewalks, rules) that separate me, my spouse, and small child from people who imbibe alcohol at a restaurant or pub in that district, exit, and drive away in their cars.

The requested use here of a restaurant and beer garden that serve alcohol in a highly residential, private way *where there are no safeguards or traffic rules* **deeply affects my welfare and the welfare of my neighbors**. We now have to be vigilant 7 days and nights a week about the unpredictability of and higher likelihood of harm caused by drivers whose operational capacities are diminished as a direct result of their commercial activities at ABC. The constant state of worry- the hypervigilance of asking "what will happen on the street today?" "How do I keep my child safe on our street?" "What do we do when many drivers are 'buzzed' or impaired?"- is not healthy for us and is a direct result of the requested use in this particular context.

If you have read this, please know, this is not about just my family or my child. In fact, it is about the applicant's children; it is about your children. This is a detriment I don't wish on others but I do want adults who care prepared to act. If ABC is permitted to open with no foreseeable improvements to the safety infrastructure of Ryder and Beck- I urge you, if you have a young person or child you love in your life here in Arlington, please (*please*) have a loving, serious conversation with them about their use of Ryder Street to access the bike path, especially after ABC opens. It will not be safe for them.

SPECIAL PERMIT CONDITIONS

3.3.4. Special Permit Conditions: Special permits may be granted with such reasonable conditions, neighborhood safeguards, or limitations on time or use, including performance guarantees

I request that the Board leverage its conditional support for the ABC application by granting the special permit with performance guarantees ***in order for the Town and the applicant to demonstrate a real commitment and competence toward safeguarding the neighborhood***. It is reasonable to hold our business owners to account and it is healthy to provide incentives for being a good neighborhood business.

For illustration purposes, if over the first 6 months of operations (and/or first 3 months of outdoor operations) there are fewer than 3 *substantiated* environmental or nuisance complaints per month, and fewer than 4 *substantiated* traffic concerns per month the special permit can stay in place. Explicit accountability measures tied to licensure should be highly motivating to the applicants asking for such an exceptional use-case as a restaurant and beer garden in the densely residential area. The parameters of the performance guarantees should have input from multiple stakeholders who have intent to act reasonably and the documentation of its parameters be transparent.

3.3.4.B. Special Permit Conditions / Screening buffers or planting strips, fences, or walls

I ask the Board to continue vetting this condition.

The designs filed for the first public hearing demonstrated exceedingly little thought put toward the sound and visual screening of the (1) roof ventilation equipment, (2) transformer, and (3) glycol chiller. The updated designs indicate the applicant's decision to place many of the roof ventilation equipment very close to the beer garden patrons, the northeast facing residents of 9 Ryders (approximately half of the building, or 12 units), and the northwest facing resident of the Artemis Building 4 (approximately 12 units). This placement is maximally closest to the most amount of residents yet should maximally farthest away from residents on the parking lot side of building in order to minimize disturbances to the enjoyment of neighboring properties as well as complaints to the health department. This residential neighborhood deserves more than what we have seen presented so that we may enjoy our properties. In fact, in this exceptional use-case, there should be extraordinary effort expected to mitigate sound and unsightly mechanical facades.

The updated materials also provide details on the unsightly long-term bicycle storage lockers, marked "bike shed" on the plans: This is the "welcoming" side of the building for a vast majority of its patrons. If these lockers are visible to neighboring residents, much like the transformer beside it, I ask the Board to condition that these ground level equipment be screened or painted in a visually appealing way.

3.3.4.D Special Permit Conditions / Limitation upon the size, number of occupants, method and time of operation, time duration of permit, or extent of facilities

I ask the Board to continue vetting this condition.

The applicant is seeking to close business at 10pm for five days a week and 11pm for two days a week; meaning staff will clean and then exit closer to midnight just about every day of the week. I ask the Board to understand that this is a *tremendous* burden on the 161 residential units surrounding the business; we will have no reprieve from noise, car traffic, or odors. The enjoyment of our properties will be hamstrung by these hours of operation and I ask the Board to consider setting limits on the time and

method of operation to protect some peace for Arlington residents. I ask the Board to condition a rigorous level of sound proofing to the interior building on walls in its refurbishment, especially the three sides that face residences.

3.3.4.E. Special Permit Conditions / Limitations on signage, noise, or hours of construction equipment

I ask the Board to continue vetting this condition.

For context, the recent neighborhood process with the developers of the 1165R 40B (the Artemis) has made so many of us abutters very wary of promises. There are full paragraphs in the applicant's update that are simply good intentions. Intentions are a great start, I wish more people had intentions like Tom and Peter, but what both the business and the residential neighbors need are explicit accountability measures that have true consequence. In order to hold the applicant accountable to their good intentions, I ask the Board to develop or work with the Health Department to define and condition the noise standards in this exceptional case. Both parties here would benefit from explicit time schedules, dB level thresholds (absolute or relative to our standing 43dB), and what measurement devices are permissible to use. There are many good practices in Massachusetts to draw from: https://newenglandsoundproofing.com/town_noise_code. Providing this condition allows both the applicant to self-monitor and the abutting residences to monitor at their property line effectively.

3.3.4.F. Special Permit Conditions / Regulation of number and location of driveways or other traffic features

I encourage the Board to continue pursuing its ideas regarding this condition.

I was encouraged by the Board's idea to have an exit out the back of the parking lot. I urge the Board to further scrutinize the landlord's reasons (or concerns) for permitting only delivery trucks to exit out through the Artemis driveway. The 2021 ZBA process for the 1165R 40B (the Artemis) could not account for 15 Ryder Street at the time of the ZBA decision letter, but now the developer of 1165R is developer/landlord to the two abutting properties and we've seen symbiosis between the two properties so far when, for example, there was inadequate parking for 1165R residents on its campus and the landlord used parking along 15 Ryder to temporarily accommodate their needs. (N.B. this is a neighborhood parking assumption that has not held up). But it seems as though the landlord would benefit from a successful long-term tenant in ABC and is supportive of this application given their representation at the public hearing and trusted referral of Counsel Winstanley-O'Connor to the applicant. If Arlington wants to prioritize pedestrian safety, shouldn't the Town urge projects with high traffic volumes or those that serve alcohol to patrons do everything possible to protect pedestrians? An option to exit out the back of the parking lot will maneuver drivers into streets and drives with traffic striping, wayfinding and signs, ADA sidewalks and bicycle lanes—all things that Ryder and Beck lack. What a clear opportunity. As a Board, you have the power to work with developers to create cohesive plans across these large properties—I wasn't able to attend the first meeting but from video account the Board looks to have a warm relationship to the developer: please-bring the developer in to make these solutions happen. (Again, Tom and Peter do not need to do this alone).

3.3.4.G. Special Permit Conditions / Off street parking or loading or other special features beyond the minimum required

I encourage the Board to consider how the Town and landlord could support the applicant for the use of parking at the 33 Ryder Street DPW lot moving forward, because this seems like a promising win-win for

the applicant and the Town. In the meantime, could the Board or Town assist by permitting staff to park at the Ed Burns arena more officially? If staff are expected to park on Massachusetts Avenue and are exiting the premises at midnight or later, wouldn't it be more reassuring for staff to park 80% closer to ABC?

During the construction of the 1165R 40B, because there was scarce on-site parking for the construction crew, we noted that when high demand for trades workers arrived, there were dozens of electricians and other trades workers who, we were told, were permitted to park at Ed Burns: so I sense this has been arranged before by the landlord.

ENVIRONMENTAL DESIGN REVIEW STANDARDS

3.4.4.D. Circulation. With respect to vehicular, pedestrian and bicycle circulation, including entrances, ramps, walkways, drives, and parking, special attention shall be given to location and number of access points to the public streets (especially in relation to existing traffic controls and mass transit facilities), width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, access to community facilities, and arrangement of vehicles parking and bicycle parking areas

This standard is not yet met. I ask the Board to continue vetting this unmet need.

It remains unclear how a series of private ways- roads with no traffic controls, no rules, and scarce pedestrian safeguards can even support the need of this criterion for Circulation. The internal circulation is not pedestrian or cyclist friendly due to cinder blocks at the DPW site: where a vehicle driver exiting the parking lot cannot see the foot and (often speedy) bicycle and electric scooter traffic coming down from the bike path.

Again I am not of the view that the applicant is responsible for fixing these conditions: the private way of Ryder is owned by the Town and the applicants landlord. I ask the Board to bring in the Town and landlord to make the conditions that this proposed use is seeking to operate in have a standard of infrastructure worthy of stating that the application has met this condition.

3.4.4.H. Special features....screen planting or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties

I ask the Board to confirm details about the revised species selection.

With the advising of the Town tree warden, the Pink Flair Cherry trees are now proposed for the Ryder Street corridor. I ask the Board to gain confirmation that this species does not have any odor affiliated with its bloom or any pests that could have an antagonistic relationship to the mature trees directly across the street on Ryder. We welcome the new trees and trust they are street hardy, and although he is very familiar with the neighborhood, it is unclear if Mr. Lecuire was provided the full context.

3.4.4.K. Microclimate...any development which proposes new structures, new hard surface, ground coverage, or the installation of machinery which emits heat, vapor, or fumes, shall endeavor to minimize, insofar as practicable, any adverse impact on light, air, and water resources, or on noise and temperature levels of the immediate environment

This standard is not yet met. I ask the Board to continue vetting this unmet need.

The designs filed for the first public hearing demonstrated exceedingly little thought put toward the sound, odor, and utility use of the (1) roof ventilation equipment, (2) transformer, (3) glycol chiller, and (4) water utility (sinks, brewery, toilets, hydrant). The updated designs indicate the applicant's decision to place many of the roof ventilation equipment very close to the beer garden patrons, the northeast facing residents of 9 Ryders (approximately half of the building, or 12 units), and the northwest facing resident of the Artemis Building 4 (approximately 12 units). This placement is maximally closest to the most amount of residents yet should maximally farthest away from residents on the parking lot side of building in order to minimize disturbances to the enjoyment of neighboring properties as well as complaints to the health department. This residential neighborhood deserves more than what we have seen presented so that we may enjoy our properties. In fact, in this exceptional use-case, there should be extraordinary effort expected to mitigate noise and odor, while assuring in a transparent manner the utility projections as vetted by Town or outside engineers.

Additionally, my household has experienced a lot of disruptive lighting (I am not sure what is considered pollution or spillover- but it is disruptive) from the open air garage of 1165R (the Artemis) approximately 770 feet away. The proposed beer garden will be 140 feet away from my home and I cannot tell what type of lights they have considered (they only report on outputs of what they chose), but I ask the Board to ensure that the new lighting at 15 Ryder minimizes light spillover. A simple solution here is to use capped, directional lighting in the beer garden rather than open bulb string lights, (N.B. an added benefit is that capped lights are likely more durable to the strong winds we get in the valley and less likely to be eaten by squirrels).

The proposed restaurant and beer garden at 15 Ryder Street does not exist in a vacuum and the Board has been provided information regarding the valid concerns of the abutters and other concerned community members regarding the unsafe, uncontrolled conditions of Ryder Street and Beck Street, the traffic, congestion, and environmental burdens of living in close proximity to the operations of a restaurant and brewery, and the need to anticipate alcohol-using and alcohol-impaired patrons. This is not only about the half dozen R1 and R2 properties across the street from 15 Ryder: There are approximately 161 residences surrounding the proposed restaurant and beer garden and scores of Arlington community members who access school and the bike path via Ryder and Beck. Real accountability measures and conditions, as explicitly stated in 3.3.3 and 3.4.4, will provide healthful parameters for this exceptional use-case—a restaurant serving alcohol and beer garden flanked on 3 sides by residential zoning—to maintain good rapport with these neighbors and ensure it can focus on the quality and development of its core business.

I am always willing to talk about the safety concerns of Ryder: please do not hesitate to contact me if you have any questions or would like to walk the neighborhood. Thank you for your extended time and consideration on this application.

Sincerely,

Mariah Contreras

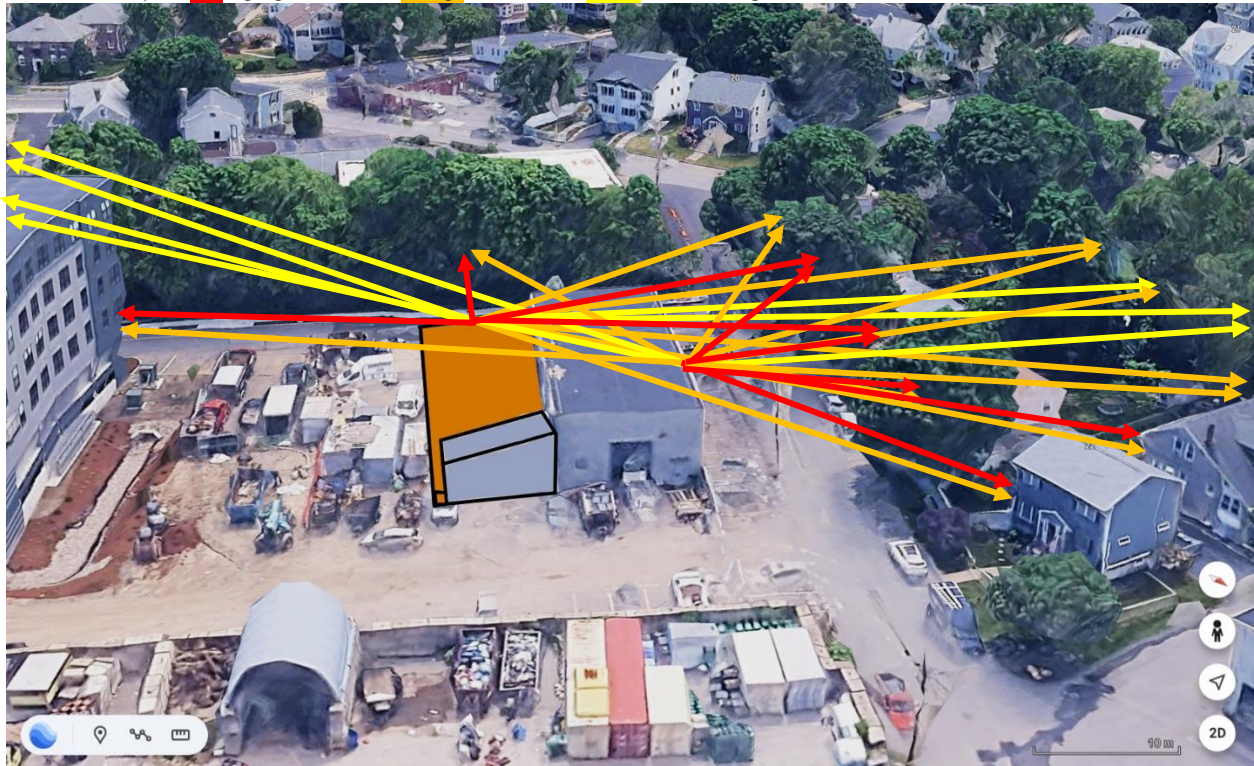
Appendix A

Residences Surrounding 15 Ryder Street on 3 Sides Total* 161 residences/ 243 bedrooms	Feet [^] from Proposed Feature:	
	Front Entry	Beer Garden
The Artemis Building #4 (81 units/123 bedrooms)	185-400	100-330
The Artemis Building #1 (24 units/28 bedrooms)	334-370	200-288
The Artemis Building #2 (19 units/27 bedrooms)	361-388	258-298
17 Beck Road (2 bedrooms)	170	250
19 Beck Road (4 bedrooms)	125	225
23 Forest Unit A (4 bedrooms)	176	153
35 Forest Street (2 bedrooms)	190	230
39-41 Forest Street (3 units/ 8 bedrooms)	223	280
45 Forest Street (2 bedrooms)	300	362
2 Ryder Street (2 bedrooms)	146	140
9 Ryder Street Condos (24 units/35 bedrooms)	160 – 200	74-110
14 Ryder Street (2 bedrooms)	100	146
18 Ryder Street (2 bedrooms)	80	165
22 Ryder Street (2 bedrooms)	100	200
	<i>Closest</i>	<i>74</i>
	<i>Mean</i>	<i>212.9</i>

*sources: Arlington Tax Assessment database; for Artemis the 1165R Massachusetts Avenue Ch. 40B ZBA Submission Section 3.2.8 was used to verify number of units and bedrooms. Inclusion was based on physical residence being 1 or less street crossings away from site.

[^]source: Google Maps. Measurements are approximate: each entry is measured from same (approximate) point of feature to closest point of its residential building (n.b. not property line); for apartment buildings the higher range reflects a building mid-point or further.

This is arbitrary but **Red** highlight is 0- 150ft, **Orange** is 151-250 ft, **Yellow** is 251 or longer



Appendix B



Approximate boundaries for illustration purposes only. This represents our neighborhood's current and best understanding of deeded properties as has been relayed via the ZBA process*; if there is a correction we would very much appreciate that knowledge!

- *approximately minute 6:50 in the following archive of the March 16, 2021 ZBA Public Hearing: <https://www.youtube.com/watch?v=auQg42iOKs0>
- *Starting roughly at minute 53:16 for background and 53:56 Mr. Hanlon references in the May 18, 2021 ZBA Public Hearing: <https://www.youtube.com/watch?v=Y8xYn3teVfg>

From: Wynelle Evans

Sent: Friday, March 21, 2025 3:47 PM

To: Rachel Zsemlery; Eugene Benson; Shaina Korman-Houston; Kin Lau; Stephen Revilak; Claire Ricker

Cc: Jennifer Joslyn-Siemiatkoski

Subject: For Correspondence re: 15 Ryder St.

Dear all:

I will likely not be able to attend the Monday, March 24 hearing on the ABC brewery project, so am submitting these comments, along with attachments.

I am in favor of the microbrewery at 15 Ryder St., but also have significant concerns about how it will affect neighbors, as well as some suggestions for mitigating impacts.

1. NOISE

People tend to linger when they leave a bar, especially on a nice night—when it's also most likely neighbors will have their windows open. Patrons will hang out to chat, maybe sit in their cars with engines idling, listening to music. (I experience this on summer nights from the apartment parking lot behind my house, where residents like to gather. Not fun.) While a closing time of 11pm on a Friday or a Saturday night is reasonable, it's intrusive for neighbors who may work on Saturday or Sunday, perhaps at an early hour. Then it's not so easy to tune out this kind of noise, even if not particularly loud.

Who will enforce noise complaints? It shouldn't fall on abutters to do this.

MITIGATION SUGGESTION

Can the main walk-in entrance, currently on Ryder St., be relocated so that patrons enter through the beer garden? This would reduce people exiting the main entrance and then hanging out to chat, to some degree, and likewise minimize the noise from inside *every time that door is opened*.

2. PARKING and PARKING ENFORCEMENT

Abutters are deeply concerned about traffic and parking. The parking area will have only about 20 spaces, some of which may be used by employees and a couple reserved for EV charging, with up to 200 customers predicted at peak times. It will also be used for deliveries. When the weather is nice, it's likely many patrons will indeed arrive on foot or by bicycle. Not so much in the winter. Parking plans are not adequate.

Also, please keep in mind that, in addition to current Ryder St. spillover parking for events at the Rink, there will soon be added parking pressures there. The proposed Hill's Hill Mountain Bike Park users who don't ride to the MTB Park will park in the Rink lot. The Park will possibly be in use as late as 8:30 on summer evenings, or even later if it is eventually illuminated, which PRC has not ruled out. Combined with Rink events, this will put further strain on already limited parking. See attached pix from an evening one month ago, when a hockey game was scheduled. Everyone I saw park on Ryder then walked across the Bike Path to the Rink.

APD cannot enforce parking regulations on private ways. Who will handle cars parked so as to block driveways or impede access? Again, it shouldn't fall on abutters to do this.

MITIGATION

A. Consider relocating the parking lot entrance to the east side of the brewery, from the Artemis driveway along the brook, and adding parking between the beer garden and the Artemis. This, plus a fence and lots of greenery along the Ryder St side of the building, would go a good ways toward lessening the foot and car traffic impact on abutters, and also address noise issues. See attached map.

B. Consider re-routing traffic from Mass. Ave., as shown in the map, and making Ryder St. one-way from Beck Rd. toward Forest St.

C. Consider adding signage along both sides of Ryder and Beck indicating that these ways are private and that parking is restricted to residents and their guests only.

3. PRIVATE WAY LIABILITY ISSUES

Have the liability issues of private ways been addressed? About 10 years ago an off-duty motorcycle officer hit a pothole on Brunswick Rd., a private way and busy morning commuter route, and suffered some injuries. He sued every abutter. The case was settled, but at expense and stress to the abutters. I live on a private way, and my neighbors and I met with our former Town Counsel, Doug Heim, shortly afterward to discuss liability concerns. Please see attached notes from our conversation with Doug.

MITIGATION

Without amendments to the state laws governing private ways, not sure what these might be, but they should be considered.

This is a great project, and has the potential to be a beloved Arlington institution! But the 24/7 lives of nearby residents must be considered. Please imagine this use within 20' of your own front doors, and protect these neighbors to the greatest extent possible.

Thank you,

Wynelle

Wynelle Evans
TMM, Pct. 14
781.859.9291 cell
evco7@rcn.com

Tuesday, February 25, 5:30 parking, with proposed parking lot entrance at right:



Beck St, view toward Ryder St



Ryder St homes, opposite proposed microbrewery

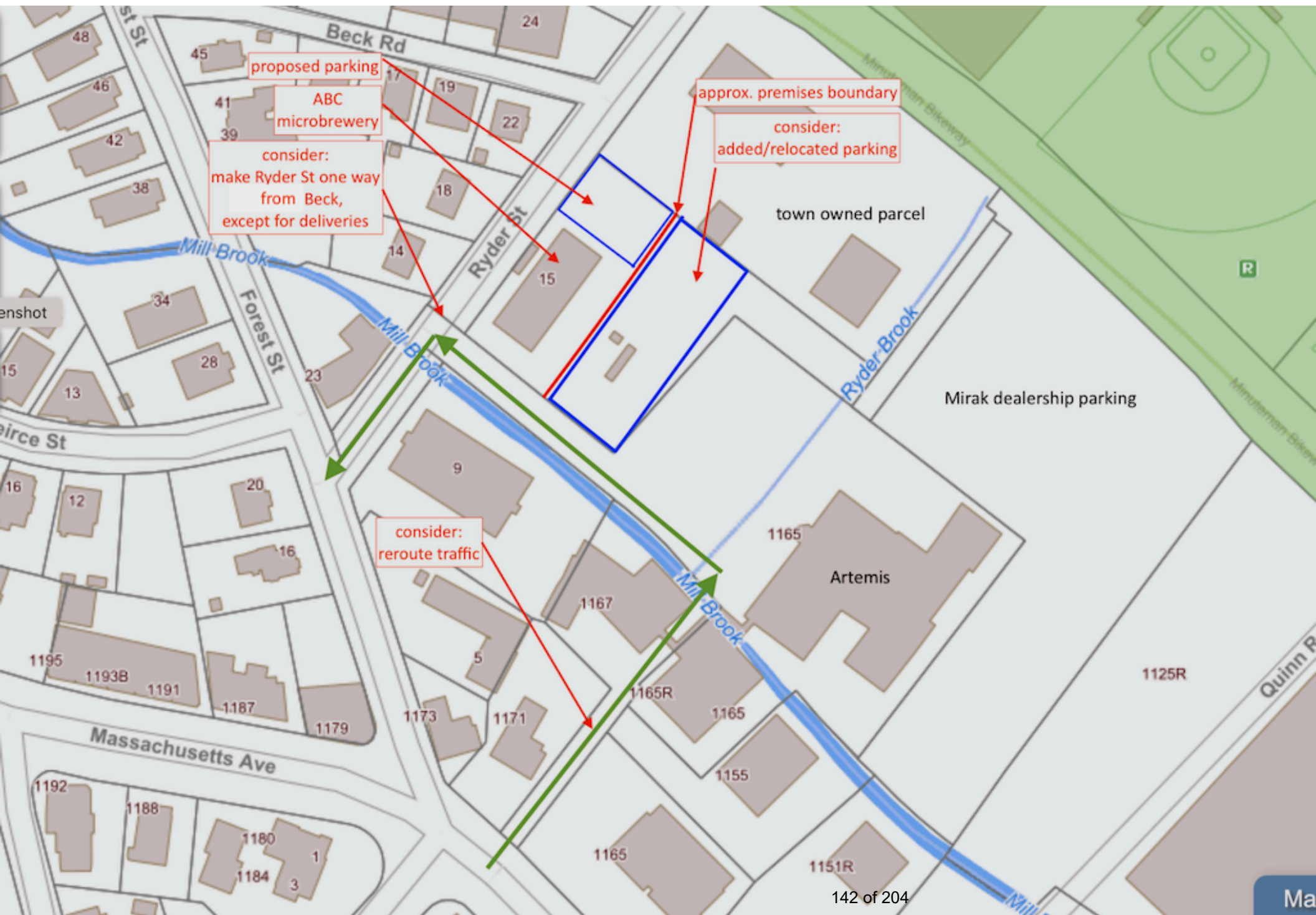


site of proposed outdoor beer garden



Artemis spillover parking—could this be used for microbrewery parking instead??





1. If one abutter causes damage to the area of the street that his/her property abuts, are they solely responsible for the repair costs, or must those costs be shared by all abutters?

First and foremost, it's important to note that not all private ways are identical in legal status. Most private ways in Arlington are probably "statutory private ways" under G.L. c. 82 secs. 21-24. <https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXIV/Chapter82/Section21> Statutory private ways are common in Arlington, are open to the public for use and should have been "laid out" by the Board of Selectmen at some point in time, but not accepted as a public (Town) street.

The costs of maintenance and repair are typically borne by the abutters of the way in common, in part because practically speaking, ownership of a specific section of a private way is complex. While it's frequently asserted that private way homeowners "own" to the middle of the road, folks often find that their deeds and property records do not corroborate outright ownership. Thus, state law and town bylaws afford a private way "betterment" process whereby the Town essentially facilitates and fronts some of the costs of repairing an repaving a private way.

A "true private way," is rarer and different. For example, the "road" in front of Spy Pond condos is a true private way, which was never laid out and is owned in the most traditional sense of the word. It is, forgive the imprecision, a bit like an enormous driveway.

Your question about one abutter damaging the private way (negligently or intentionally) is an interesting one that I cannot fully advise you upon. What I can say is that you are describing a single homeowner causing the rest of the street to incur the costs of a betterment that would otherwise be unnecessary.

2. If this damage caused by one abutter results in injury or property damage, do all abutters share in the liability, or is it restricted to the property owner who caused the damage?

Again, here I cannot give you direct counsel. What I can say is that if someone were to sue the Town because of a defect on a private way, I would tell that claimant what I have told you – that the owners of the private way are typically responsible for maintenance and repairs. (As an aside, some homeowners have taken an aggressive position that the Town is responsible for defects if DPW provides a friendly patch job on their private way – I can only warn folks that continued efforts to bring the Town into lawsuits and claims about private way conditions will result in the Town not providing help and potentially other services on private ways, because the Town has no obligation whatsoever to service private ways).

[The abutters of Brunswick Rd, a private way that is also a major commuter route, were sued after an off-duty motorcycle cop hit a pothole there and suffered some injuries. His complaint was dismissed without injuries to the plaintiffs, I believe.]

3. If we are liable for injury or property damage sustained on the street, and since we know we must cover the costs of street maintenance, do we indeed own the street?

It depends, but probably not in the manner you're contemplating. Most statutory private ways in Arlington are commonly owned property interests in which you have some benefits and responsibilities abutters of public ways do not. For example, you can park overnight on a private way, but not on a public way. On the other hand, you're responsible for the cost of maintaining it.

4. If private way abutters pay for the total re-surfacing of a street, is it then eligible to be converted to a public way?

No. Conversion to public ways requires much more than re-surfacing both legally (easements and other conveyances would be necessary for example) and likely from an engineering standpoint. I can outline the process for you in further detail, but it is substantial and requires approval from the Board of Selectmen and Town Meeting.

5. Can you point me toward the areas of the Bylaws that address these questions?

There's no provision of the bylaws that addresses most of your questions. They are primarily addressed by the General Laws and the Common Law. However, the Town's betterment process is outline in Title III Article 3 "Repairs to Private Ways." <http://www.arlingtonma.gov/town-governance/laws-and-regulations/town-bylaws/title-iii-public-and-private-ways>

From: Alex Tee

Sent: Friday, March 21, 2025 09:01

To: Claire Ricker; Rachel Zsembery; Kin Lau; Eugene Benson; Shaina Korman-Houston; Stephen Revilak

Subject: 15 Ryder Street - Consolidated Feedback

Good Morning Rachel, Kin, Eugene, Shaina, Stephen and Claire,

In the spirit of fostering a proactive solution oriented collaboration, I've done my best to synthesize and summarize my neighborhood's feedback since the meeting in February. While there is a great deal to unpack, my intention is not to block this project, but rather to ask for help in getting this right.

I understand our existing processes and meeting formats do not support the necessary dialogue that is required to navigate such a complex topic, but your board is our best pathway to having a voice.

As always please do not hesitate to reach out if you have any questions, thoughts or concerns as we are doing everything we can to lean-in and make this a win-win-win situation that we can all be proud of.

Sincerely,
Alex

To: ARB & Claire Ricker

March 21, 2025

Alex Tee

11-Year Resident of 2 Ryder Street, Arlington MA

Good Morning Rachel, Kin, Eugene, Shaina and Stephen,

I wanted to build upon the comments I started to share on February 24th. Despite my concerns, I join the hundreds of people that voiced support for Tom's business as I too think Arlington would benefit from such a venue.

What I did not have time to share is that while some outreach has been made, the current proposal has too many red flags to approve as is. Giving an approval now would be giving the business carte blanche to operate however they please and dismiss the validated unmet needs that have been identified.

However, I also believe there is a workable solution within reach, with many low and no-cost interventions that could alleviate the anticipated pain-points.

To reinforce Kin's point, Tom cannot solve this alone, and it will require us neighbors, the landlord and the town to all lean-in together to make this work. While some might position this as unfair to Tom, the reality is that his business will bring a great deal of traffic to a neighborhood that currently lacks the infrastructure to support it.

While it may seem unconventional, what is being proposed is also unconventional. Inserting a primarily commercial use case into the middle of a dense residential neighborhood poses challenges. We are collectively hemmed in by patchwork zoning, lack of suitable building inventory that past policy has created.

Further complicating matters is the fact that we must navigate the complexities of authority that three intersecting private ways creates. To navigate this seemingly over-constrained set of requirements we need town processes, such as the ARB, to be a broker and hold both residents and businesses accountable to come to the table to achieve a more balanced solution.

While not much progress has been made since our initial meeting in October, what is encouraging is that there is a great deal of support for ABC and where there is a will there is a way. With the townspeople, landlord and business owner behind it, the validated issues below and future unforeseen challenges appear addressable.

Positioning this situation as a zero-sum game is a false narrative, and the proposed approach below feels both reasonable and right sized, taking into consideration the needs of the town, landlord, business owner and residents, with several zero and low-cost interventions. The intention of sharing this is to showcase a vision that is attainable and force these parties to come to the table.

Need #1: How might we manage peak traffic and congestion?

- Context:
 - Current ABC events have been reported to draw several thousand visitors.
 - Recreation Director Joe Connelly responded July 2 to a YourArlington query: *“I really have no idea [about the crowd size]. I was saying 5,000, but people called me crazy. At least 2,000”* [\[Link\]](#)
 - Ryder Street has historically struggled during peak demand such as hockey playoff games.
 - The peak demand for the brewery will overlap with recreational hours (evenings, weekends) when vulnerable pedestrians are using Ryder.
 - The ZBA approved traffic design from 2022 did not account for this particular use case and did not consider any systemic integration with, or improvements to, north end of Ryder Street as the applicant’s attorney said that would be the responsibility of the owner of 15 Ryder Street in the future.
- [Low/No Cost] Landlord and town to partner on painting Ryder Street including:
 - Fire Lanes
 - End-to-End Sidewalk
 - Driving lanes, w/ chicane at Artemis intersection as traffic calming measure
 - Resident Parking on west side of street
 - Stretch Goal: Hire an artist to paint it to bring character/vibrancy into neighborhood.
 - Note: Landlord could apply for mitigation funds from upcoming MWRA work, which would make this a no-cost improvement. Unclear if Town is allowed to apply for those funds though they are also a landowner on Ryder.
- [Low Cost] Landlord to reverse direction of Artemis driveway.
 - This would balance in-flow to neighborhood with sufficient out-flow.

- Reduce frequency of traffic jams on Ryder/Beck, where 1-lane width bottlenecks frequently create backups, and cause driver frustration and aggression.
- Reduce risk associated with left turns out of Artemis driveway onto Ryder which is a current safety hotspot due to blind spots and speed of vehicles.
- Improve integration with upcoming Appleton intersection improvements.
- Accommodate existing behaviors of drivers driving wrong way down Artemis drive-way.
- [No Cost] Landlord to allow ABC patrons to exit ABC parking lot through adjacent parking lot.
 - Avoid ABC patrons from backing into pedestrians or other traffic on Ryder.
 - Provide additional exit pathways from neighborhood enhancing circulation on Ryder.
 - Post clear No Parking signs to clarify that these spots are not to be used for ABC patrons.
 - No cost to landlord as no additional infrastructure needed.
 - Extending an approved behavior for deliveries that is already agreed to by the landlord.
- [Low Cost] Install consistent wayfinding signage
 - Keep unfamiliar drivers' heads eyes outside of vehicle, instead of referencing directions on phone.
 - Replace street signs Ryder, Beck, Artemis Driveway
 - ABC Signage on Building visible from Forest Street (250ft)
 - ABC Parking Visible from Ryder/Artemis Intersection (100ft)
 - ABC Overflow Parking Directions Visible from 25ft
 - ABC Rideshare/Food Pick-up (5-min Parking) Visible from 25ft
 - Resident Parking Only visible from 25ft
- ABC to hire police details for special events where expected attendance may outstrip capacity.
 - Current ABC events have been reported to draw on the order of 2,000-5,000 guests with wait times of 30-45 minutes.
 - How will this demand be managed, not only on Ryder Street but nearby streets where Ryder street congestion often creates backups on Forest and Mass Ave?

Need #2: How might we manage overflow parking?

- Context:
 - 17 spots for 218 employees and guests is insufficient, by any math.

- Our observations of the 1165 construction workers, and playoff hockey overflow suggest that guests will not use Mass Ave, even when asked, due to inconvenience.
- Ryder street is already supporting parking overflow for the Artemis with some residents and their nanny's, cleaning crews and guests parking on Ryder despite repeated requests not to.
- Unclear who will be expected to enforce fire lanes.
- Unclear who will address property damage from guests parking on neighbors' lawns.
- Is it the applicant's assumption that others will be expected to enforce parking rules for their patrons?
- Proposed solution pathways:
 - [No Cost Intervention] Waive front-yard exception and add 15 spaces in front of 15 Ryder Street.
 - Contrary to applicants' suggestion, the neighbors never requested a pedestrian way on the ABC property itself.
 - The current pedestrian space benefits only ABC patrons as it does not address the primary use case of pedestrians transiting from bike path to Forest Street.
 - An end-to-end painted sidewalk, straight from Ryder Street sidewalk to bike path, tangent to telephone poles, is what was proposed.
 - Painted sidewalk would establish a clear visual expectation on the part of drivers to look for, and yield to pedestrians in that sidewalk.
 - [No/Low Cost Intervention] Partner with local businesses (Skyline, Swifty, Puopolo) to provide overflow parking. (20-50 spots)
 - The application mentions outreach to those business owners. What was the nature of those discussions and what were the owners' objections to the proposal as those lots are unused during the ABC's hours of operations?
 - [Low Cost Intervention] Convert portion of town DPW site at 33 Ryder into Municipal Parking (~100 spots)
 - Underutilized since Grove Street completion.
 - Addresses recreation department need for additional parking
 - Precedent set with Select Board approving temporary use as a parking lot for a private property owner.
 - Could be revenue generating for town, using automated parking systems such as Metropolis which enables check-out free payment.

Need #3: How might we manage noise, both patron and facility?

- Today we enjoy quiet evenings and weekends (43dB).
 - Artemis established quiet hours after experiencing issues with their rooftop deck.
 - Similar, well managed establishments showed exterior noise on Saturday February 22nd as:
 - Medford Brewing at 5:30pm: 65dB avg. (83dB peak) 5:30pm
 - Great American Beer Hall at 7:00pm: 60dB (84dB peak)
- [Low Cost] Partner with Health Department to longitudinally monitor noise levels using automated sound measuring equipment, in locations that would represent what abutters experience.
 - Measure baseline before construction.
 - Simulate atmosphere by hosting a pop-up on the site itself with 200 patrons with and without music to understand impact to neighboring residents.
 - Monitor noise levels longitudinally, making readings accessible to public for transparency.
- [No Cost] Establish objective thresholds for acceptable noise levels.
 - Suggest Cambridge Noise Control 8.16 for Residential-Industrial Users
 - 7am-6pm: 65 dB
 - 6pm-7am: 55 dB
- Align ABC and neighbor goals, creating an incentive to proactively manage the noise levels, that could trigger mitigation approaches as needed such as the following:
 - [Cost TBD] Installation of sound attenuating materials inside and outside.
 - Has this been explored by the applicant and their architect?
 - [No Cost] Replace operable windows with fixed windows to prevent interior noise from spilling outside.
 - [No Cost] Establish a community-oriented culture of consideration by instituting quiet hours using social cues such as:
 - Music volume down and mellow mix
 - Automated Light Dimming
 - Reward considerate patrons
 - Provide ABC with limited number of exceptions per calendar year in which the sound levels and/or operating hours could be exceeded. (e.g. SuperBowl, PorchFest, OctoberFest).

Need #4: Operational Accountability

- Context:
 - The 1165 project taught us a lot as a neighborhood about how our town governance does and does not work.
 - Over the past 2-years, we've submitted hundreds of complaints to construction company, operator and town, on criteria that were agreed to in the ZBA process.
 - This approach has been ineffective, as the developer refers us to the operator who refers us to the town, who references there is nothing they can do as it's a private way and refers us back to the developer.
 - We are more organized this time around, documenting and tracking our complaints in a centralized spreadsheet and will continue to involve those that approve these decisions and control the outcome.
- Proposed Solution: Provide a Conditional Approval that establishes operational expectations that are managed by reviewing performance and adjusting operating limitations on a regular basis:
 - Cadence:
 - Year-1: Quarterly
 - Years 2-N: Annually (or as needed)
 - Participants: Board of Health, Select Board, ABC, Residents
 - Performance Indicators:
 - Noise
 - Parking
 - Traffic
 - [Add/Remove Criteria as needed]
 - Incentives:
 - Capacity
 - Hours of Operation
 - License

Need #5: Light Pollution

- Context:
 - The 1165 streetlamps and open garage design introduced a great deal of light pollution to our neighborhood disrupting sleep patterns.
- [No Cost] Consider replacing omni-directional patio string lights with directional down lights.
- [No Cost] Per Kim's suggestion, lower outdoor lights to below eye level, and/or provide shades that provide illumination while blocking direct light.

- [Low Cost] Put outdoor lighting on an automated timer
 - Dim during quiet hours to encourage patrons to go inside
 - Turn-off at closing.

Need #6: Smoking

- Context:
 - The 1165 campus is non-smoking displacing secondhand smoke and cigarette butts onto neighboring properties.
 - We've observed several smokers disposing of their cigarette butts into the Mill Brook as well.
- [No Cost] Reverse decision to make ABC non-smoking
 - Provide a designated place on corner of Ryder Street and 1165 driveway by rear gate of patio to serve as a designated smoking area
 - Provide a receptacle for used cigarettes

Need #7: Bathrooms

- Context:
 - A seasoned brewery operator suggested installing twice the number of bathrooms required by code, to operate smoothly, and avoid frustrating patrons who are consuming large volumes of liquid.
 - We have seen several incidences of individuals urinating into the Mill Stream over the years and want to avoid situation where patrons decide to go there instead of waiting in line.
- [Low/No Cost] Change layout to a communal sink arrangement that should provide more facilities in same/similar footprint.
- [No Cost] Make bathrooms gender neutral to optimize throughput and utilization.

Need #8: Vandalism & Maintenance

- The influx of transient traffic has created more vandalism, whether that's people creating ruts by parking on yards or ripping windshield wipers off of cars.
- As a private way, the residents have historically pooled personal resources to repave the street or sweat equity to pick up litter, yet no discussions have been had to date on how ABC will manage its patrons litter or contribute to the collective maintenance of the street and offset the burden caused by traffic it creates.

- [Low Cost] Create a pollution control plan to prevent/reduce frequency of patron trash (chip bags, cigarette butts, broken bottles/cans, etc) from blowing onto neighboring properties or creating a hazard in the street.

Many individuals stand to gain a great deal from ABC making 15 Ryder its home:

- Tom has an opportunity to build his brand and generate revenue for his business.
- Landlord receives a stable source of rental income and their property improved.
- Community gets a new social hang-out.
- Town can claim a business and zoning win.

Voting YES today would dismiss the validated and real concerns that abutters have raised. Similarly voting NO today would alienate hundreds of supporters and perpetuate the narrative that Arlington can't attract and retain good businesses.

What I am asking for is help. I would not want anyone else in Arlington to be subject to:

- A leaf-blower level sound outside their home at 10pm 7-nights/week.
- Having to lug their groceries in the rain from 2-blocks away because someone has parked in their driveway.
- Bear witness to a friend's child get hit by a distracted or impaired driver.
- Have the police tell you that they can't check out a suspicious car because it's a private way, even though there were two drive by shootings within 4-miles the previous two days.

Yet this is where we are because our town regulations and rules aren't keeping up with our desire for density. The applicant suggests Ryder is a vibrant neighborhood that already supports commercial uses but that's simply not the case and I hope that the phrase "...*Shall not represent disturbance to adjacent residential uses...*" is considered with as much weight and consideration as the

As uncomfortable as it may seem, the right path forward is a continuation. In over-constrained situations we need innovation, and we need you of the ARB to stand-up, be bold, and hold a space where that balanced solution can be achieved. All of these issues have been solved somewhere else before. We just need the reminder and fortitude to take that extra step and show up for one another.

Sincerely,

Alex Tee

Proposed Path Forward

A specific plan for how we as a community can make ABC work for Tom, the Town and Abutters

Arlington Redevelopment Board – Residents of Ryder Feedback

March 2025

When we talk to people one-on-one about our challenges they empathize with one of two responses:

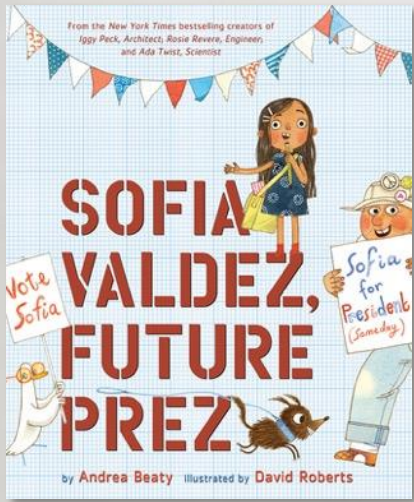
“That’s tough”

“Sucks to be you”

We don’t want your pity.

We need your help.

If folks want this brewery so badly, what’s it going to take for them to roll-up their sleeves and become part of the solution rather than part of the problem?



If you were me, and if I was you, and Ryder was *your* street, what would YOU do?



The words smacked Sofia deep down in her heart.

Her plan was kiboshed before it could start!

"I think . . ." said Sofia. "I think that law's wrong."

But her second-grade voice didn't sound very strong.

The clerk said, "Clearly, it cannot be done.

Do you have any questions?"

Sofia said, "One.

If you were me, and if I was you, and he was *your* grandpa, what would you do?"

"I . . . well . . ." said the clerk. Then she said nothing at all.

She thought and she thought, then she sent out a call to every employee throughout City Hall.

Diagnosis – Poor Design



Everything is designed.

The challenge with Ryder Street is that it's been the result of isolated ½ baked point-solutions primarily focused on individual business needs.

Addressing these chronic pain-points will require:

- Zoom out and approach Ryder as a system
- Account for human-centric needs
- Iterate to achieve an integrated solution

Three Design Goals

Traffic Congestion & Safety

Bottlenecks benefit no one. Not ABC patrons. Not 1165 or Ryder Residents. Not families and joggers who are just trying to access the bike path safely.

We owe it to ourselves to solve for peak demand by rethinking how traffic flows into, through and most importantly OUT of Ryder Street.

Parking

Arlington Brewing Company stands to be incredibly popular, easily outstripping onsite parking capacity.

How might we leverage hyper-local resources, and asymmetric usage patterns to optimize utilization and enjoyment for all?

Noise

Using operating hours as the control for noise leaves value on the table for both ABC and neighboring families.

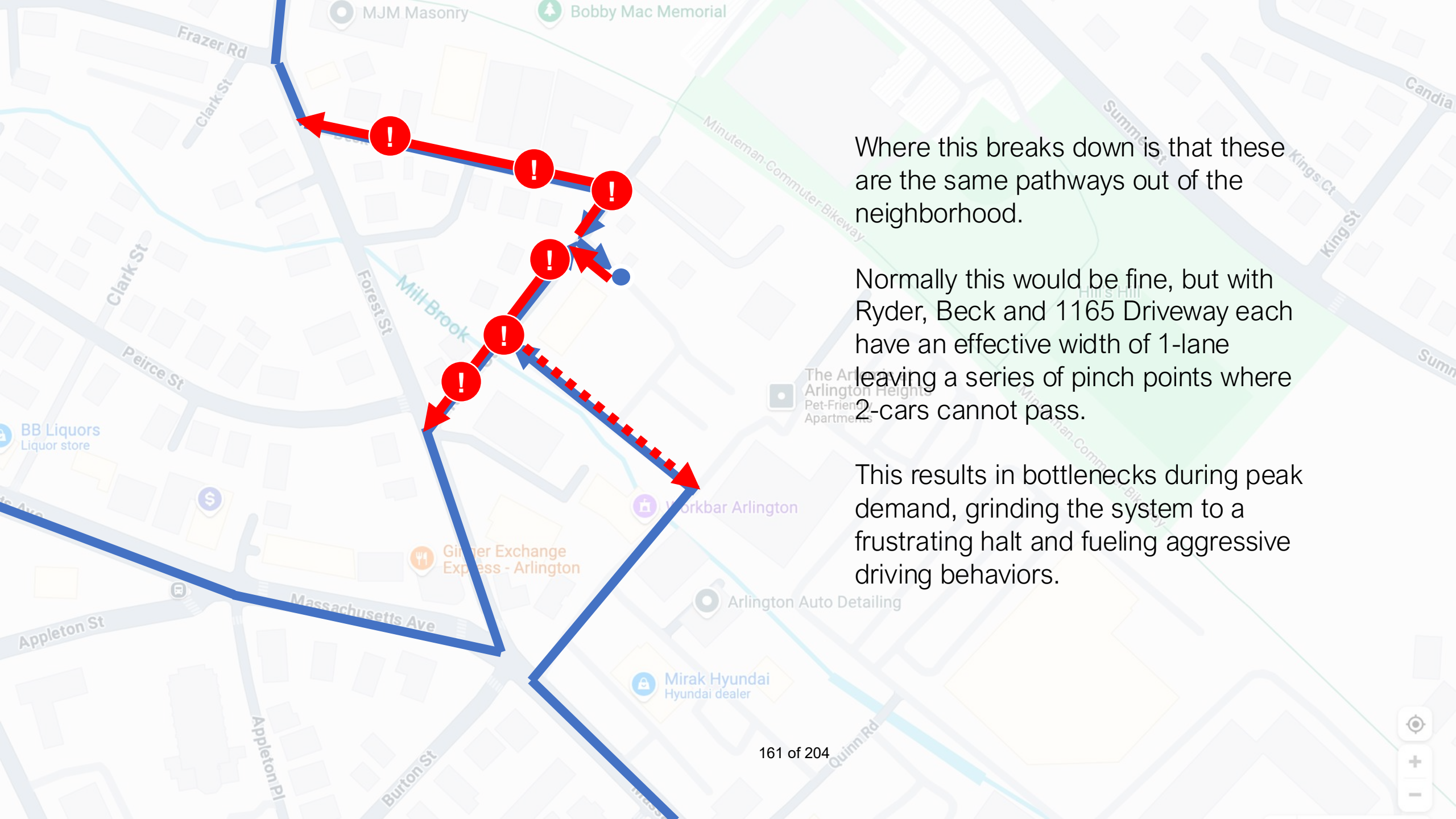
How might we use operating hours as a last resort, and lead with more creative solutions that address the desired outcome?



Traffic Congestion

Ryder Street | February 25th, 2025

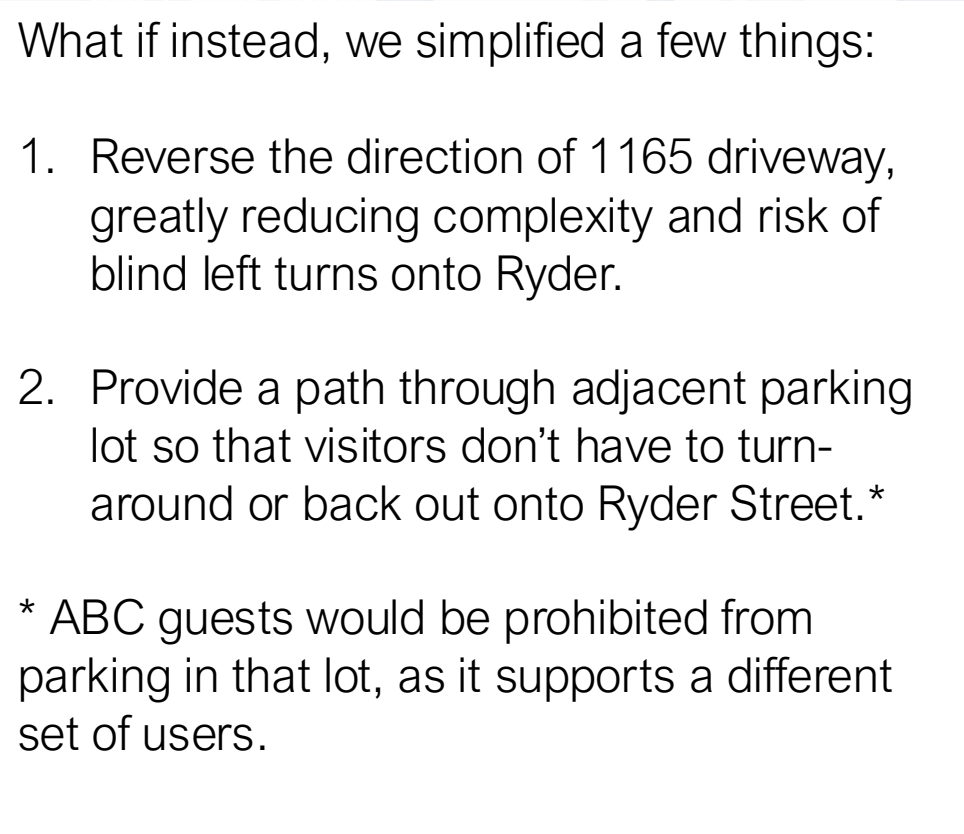
On the surface this looks fine. There are multiple pathways for visitors to access the ABC Parking Lot.

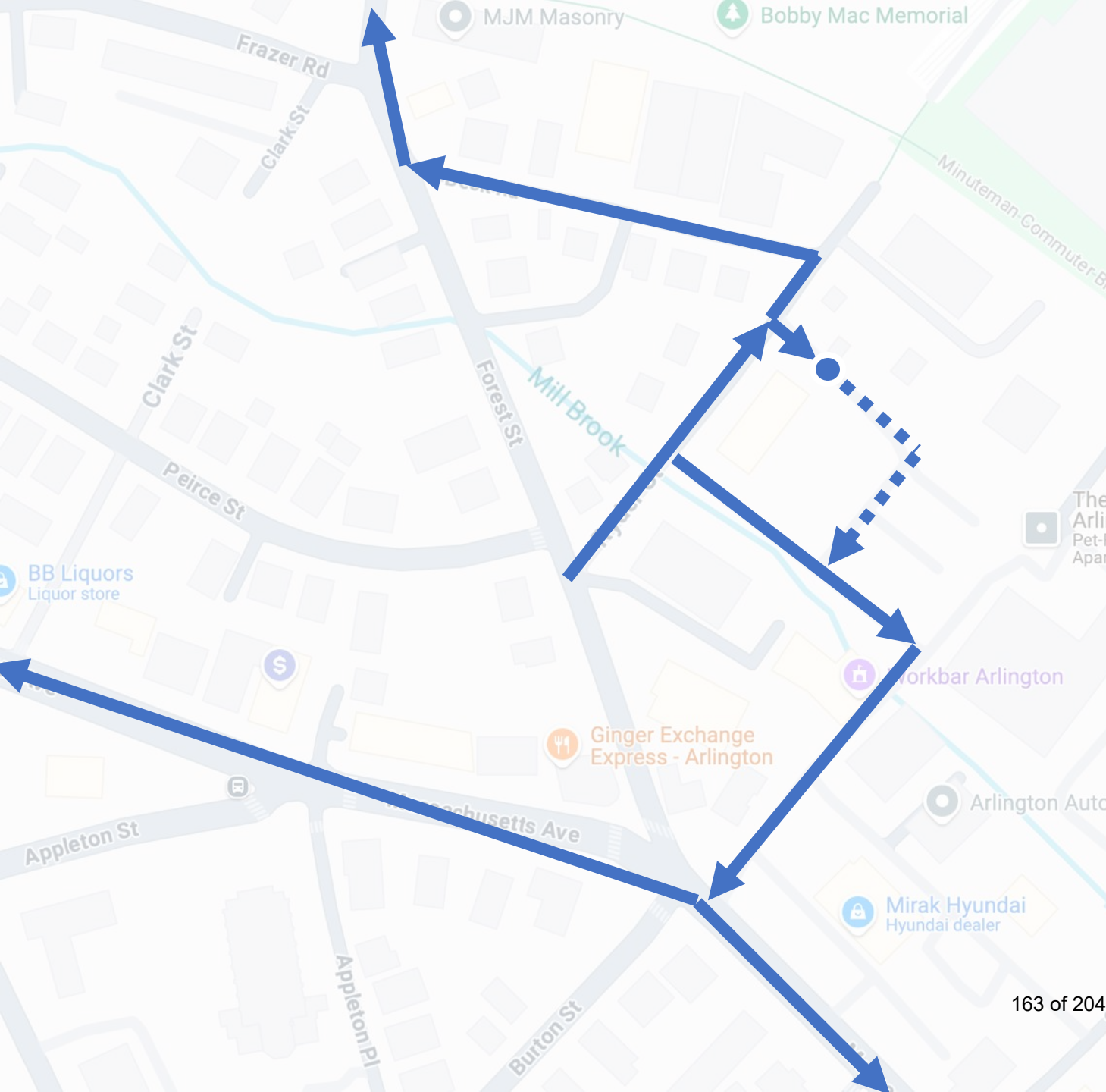


Where this breaks down is that these are the same pathways out of the neighborhood.

Normally this would be fine, but with Ryder, Beck and 1165 Driveway each have an effective width of 1-lane leaving a series of pinch points where 2-cars cannot pass.

This results in bottlenecks during peak demand, grinding the system to a frustrating halt and fueling aggressive driving behaviors.





Why is this worth exploring?

A few things have changed since ZBA approved the current plans in 2022:

1. The demand for ABC will fundamentally alter peak traffic demand and patterns.
2. The landlord of 1165 now also owns the 15 Ryder property, making it possible to consider an integrated design.
3. Existing driving behaviors show that a high number of users are already going the wrong-way down 1165 driveway.
4. The Appleton Street improvement will greatly improve flow of traffic out of Mass Ave driveway.

A Little Paint Goes a Long Way

Paint is low cost, quick to install and effective.

With the support of the landlord and the town we could quickly address some long-standing issues:

1. End-to-End Pedestrian Way
2. Vehicle Lanes
3. Fire Lanes

An inspired version of this approach incorporates asphalt art, which has been proven to make streets safer at a fraction of the cost.

How might we try creative approaches like these, as semi-permanent interventions to validate the design before longer-term solutions are implemented?

Could Even Be Paid For

[Town]

Betterment Funds

Given that Ryder street already supports a great deal of local pedestrian traffic, it warrants consideration for town funds to address some of the burden our zoning has created.

[MRWA]

MWRA Work

With upcoming work planned there may be an opportunity to apply for mitigation funds to improve the street after construction.

While the town cannot apply for funds to improve a private way, the landlord of 15 Ryder Street and 1165 Mass Ave could.

[Advocates of ABC]

GoFundMe

With the strong support of ABC, it should be explored for those supporters to invest in making ABC a hospitable home for all.

Sweat Equity

With permission of the landlord, residents and supporters of ABC could roll up their sleeves and paint the sidewalk themselves, making a tangible contribution to their community.

Parking

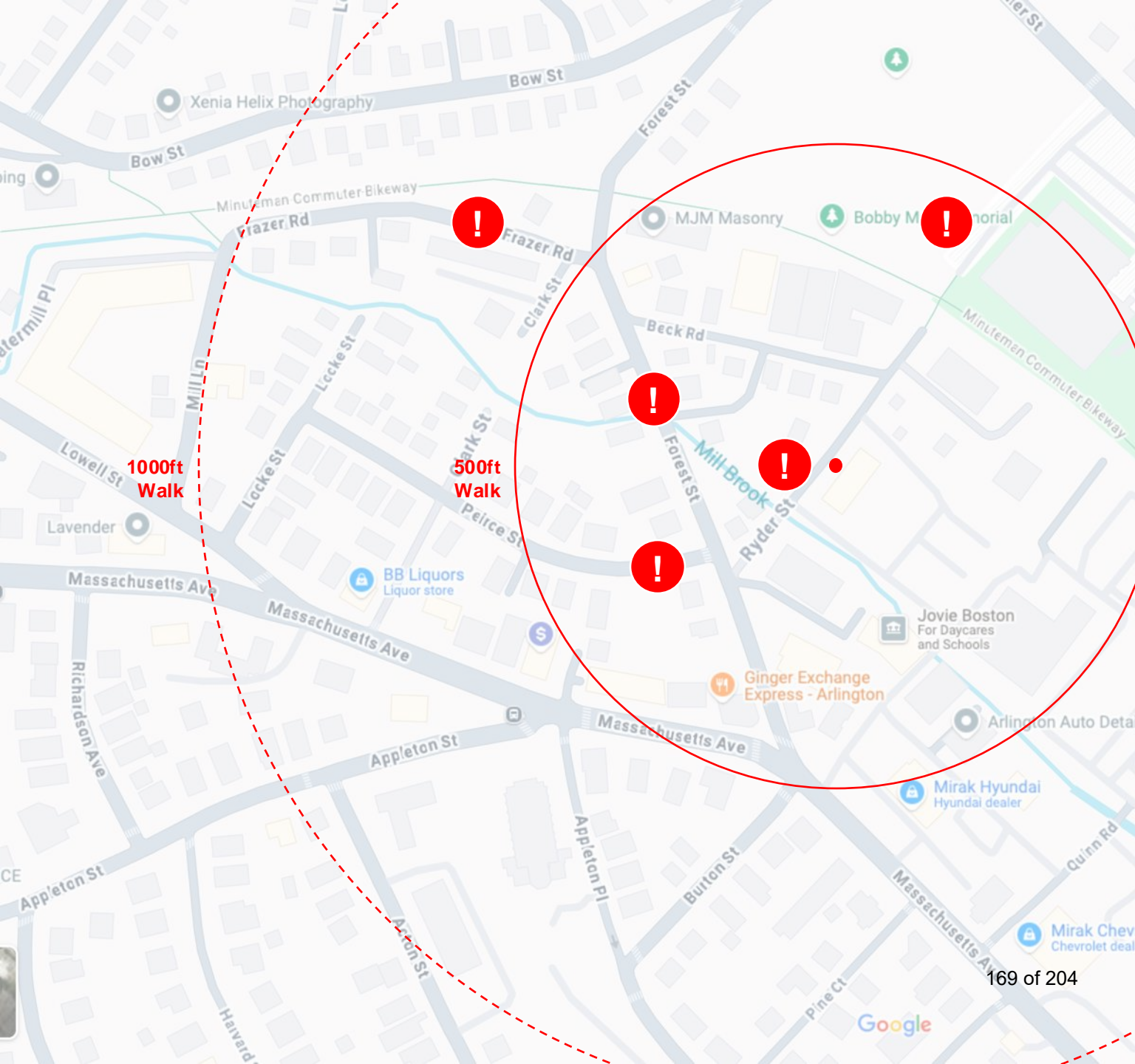




ABC Will Be Popular

With a capacity of 106 guests inside, 100 in the beer garden and 12 staff and unknown number of rideshare/food pick-ups, the demand for parking will quickly outpace the 17 spots currently proposed.

Per the board's suggestion, mapping out where everyone will park in a peak demand cannot be an afterthought.



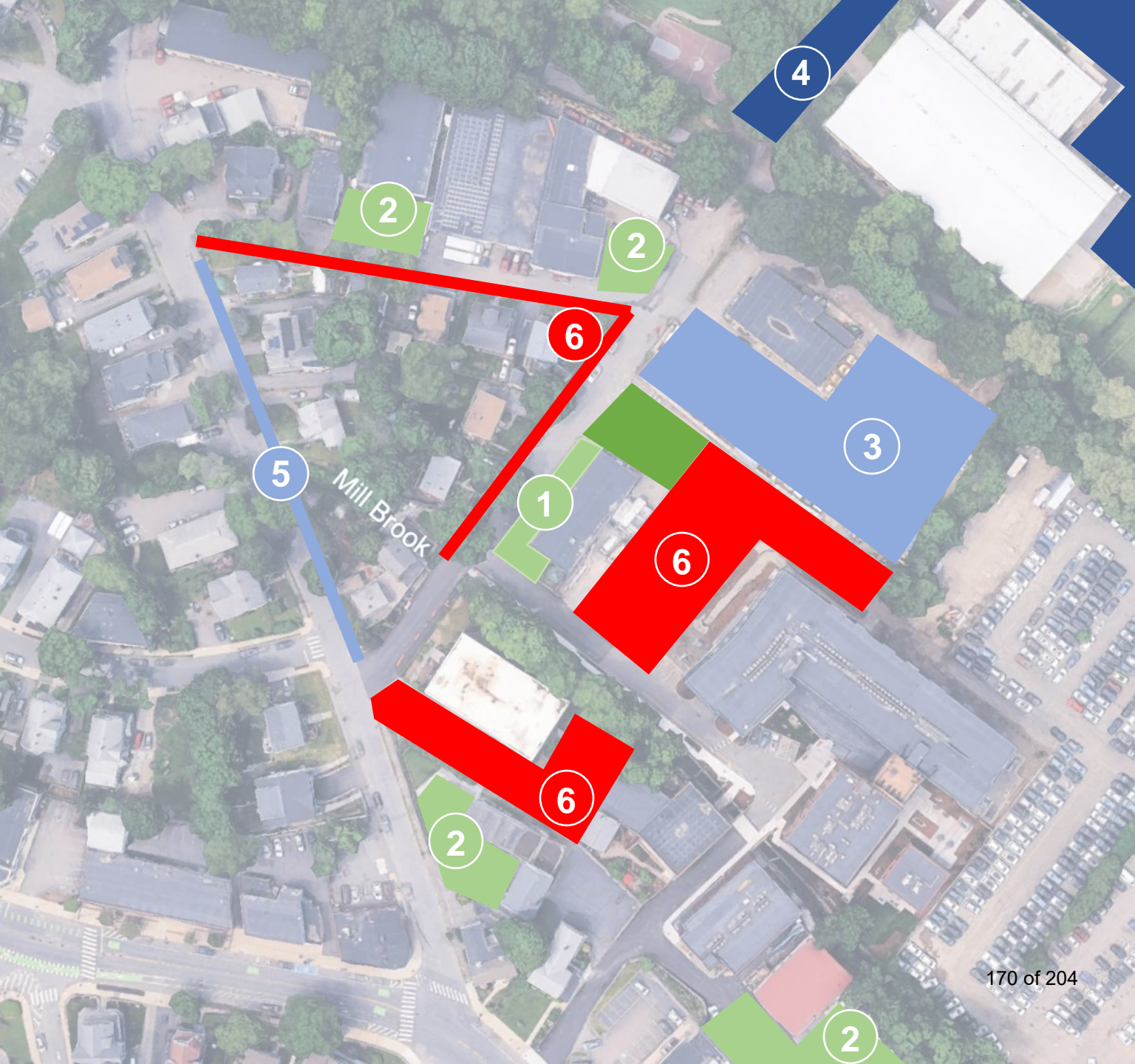
Historical Parking Behaviors

Expecting ABC guests to park on Mass Ave when the parking is full is an unlikely scenario.

When the 1165 construction was underway, contractors were instructed to not park on residential streets.

Yet despite weekly reminders and assurances, compliance with this directive was never achieved as workers parked on Ryder, Beck, Forest, Frazer, Peirce and Ed Burns for the duration of the project.

People will always choose convenience when given the option. We must find more convenient and intuitive options for overflow parking, else abutting residences and businesses will be burdened.



Overflow Parking Options

1. Add parking in front of 15 Ryder to maximize capacity on limited footprint.*
2. Partner with local businesses whose operating hours are asynchronous with ABC to create satellite lots.
3. Convert section of DPW into municipal parking. (See next page for details)
4. Direct guests to use Ed Burns, via Forest and Summer.
5. Add parking along Forest (a public street) and narrow street as traffic calming measure.
6. Support enforcement of Resident Only parking along Ryder, Artemis and 9 Ryder Lots.

*Reinforces need for painted sidewalk on edge of Ryder Street.

Upcycling DPW Satellite Yard

The town used 33 Ryder as a temporary home during the \$44M build-out of the new facilities on Grove Street. Since then, the site has been under-utilized.

Fortuitously, work is almost complete to reconfigure the lot to provide temporary parking for local condominium residents whose parking lot is being renovated.

Might the town be able to build upon this use case and make it a revenue generating municipal lot to alleviate the parking congestion that Ryder Street and the Recreation Department currently face?





Transforming A Wasteland

Reduce

Consolidating the current footprint of containers to the perimeter of the building frees up space for parking and other uses.

Reuse

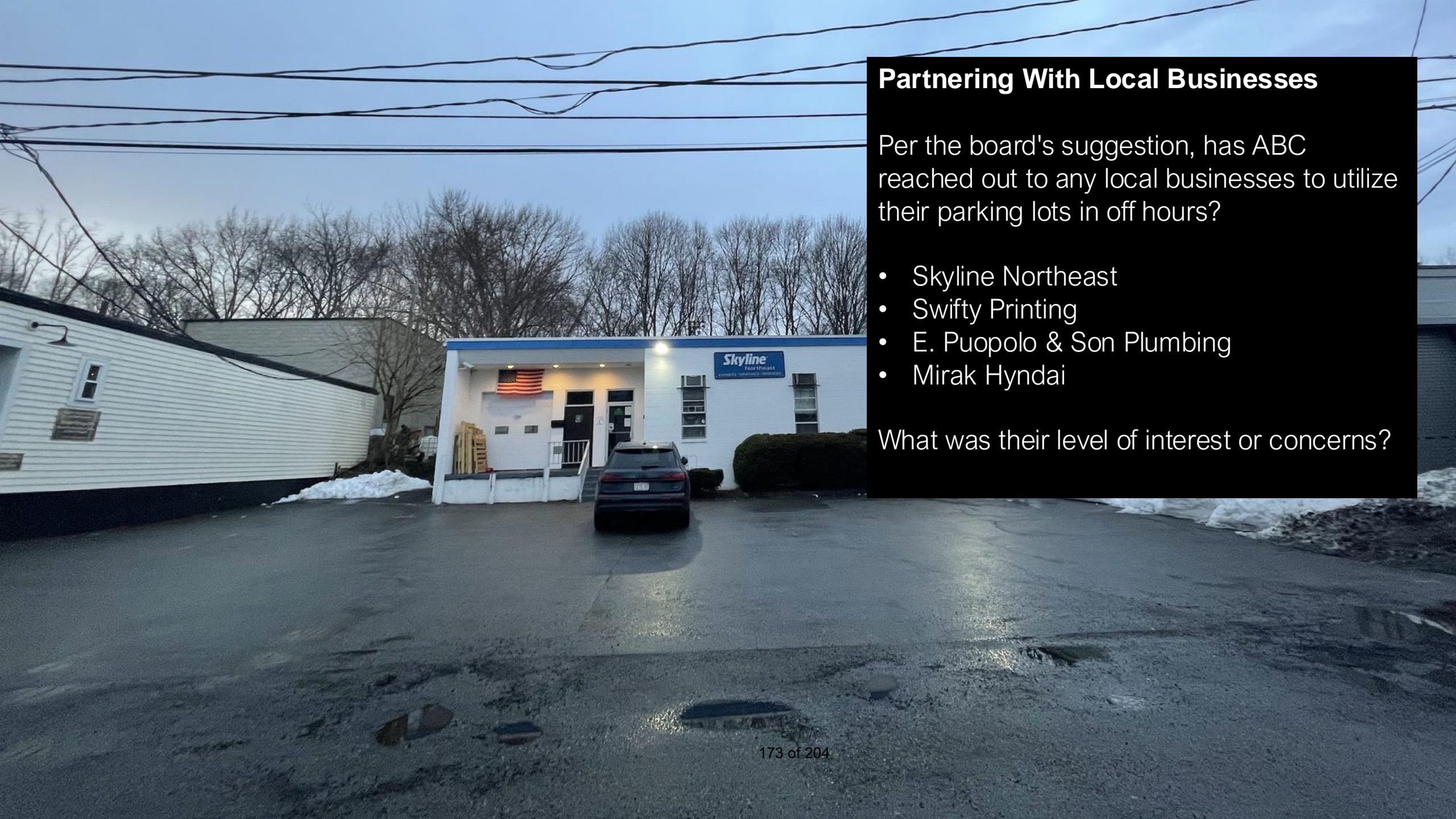
Take blocks from south side of yard, and build a retaining wall on west and north side to create a larger usable area for bike path and Ryder street pedestrian improvements.

Recycle

Organizing the recycling containers in a loop around the building smooth traffic flow during drop-off days and alleviate backups onto Ryder.

Piloting this now to mitigate a current need in no way precludes changing use downstream.

What a pilot would afford us is an accurate understanding of local parking demand when designing for that next use case.



Partnering With Local Businesses

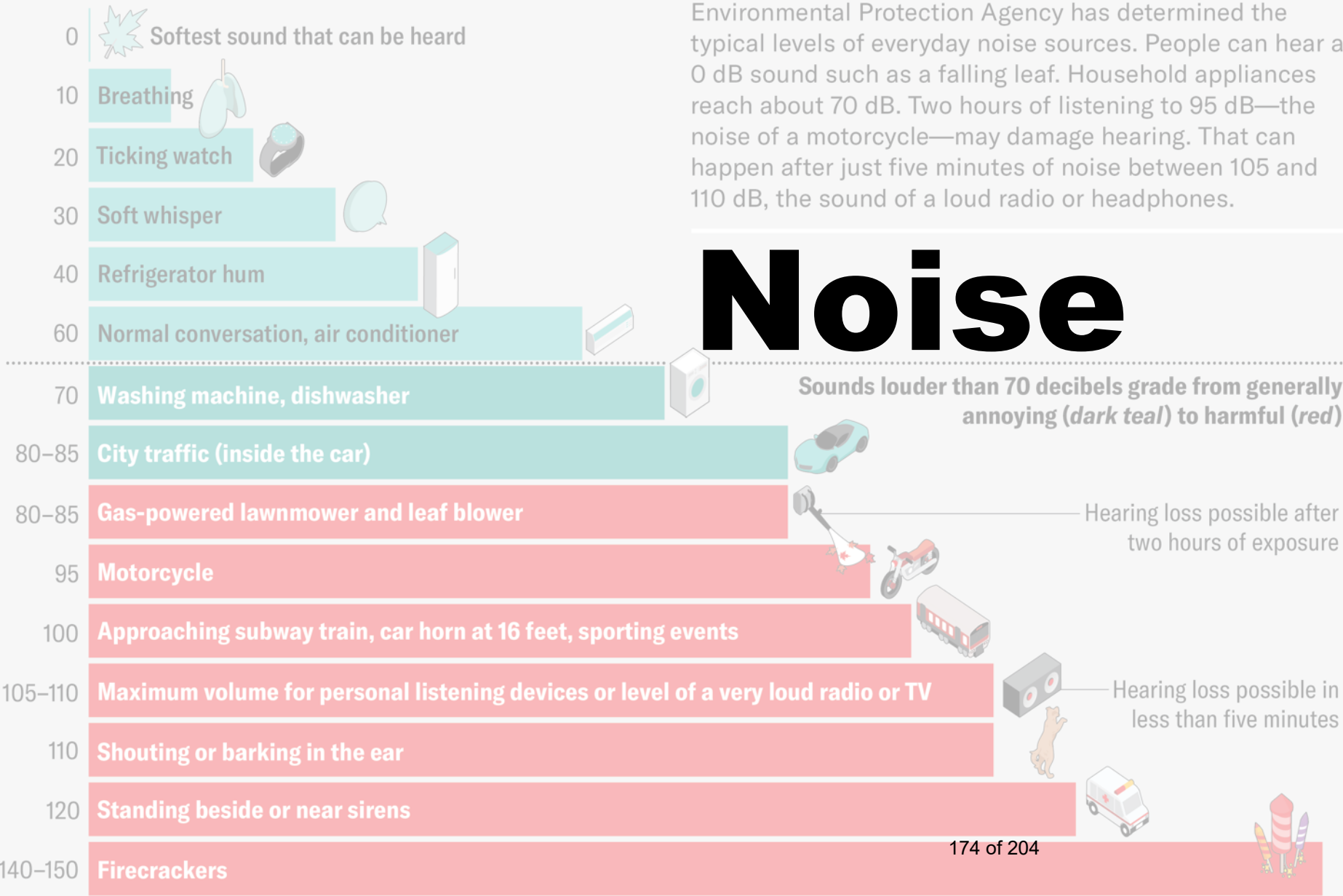
Per the board's suggestion, has ABC reached out to any local businesses to utilize their parking lots in off hours?

- Skyline Northeast
- Swifty Printing
- E. Puopolo & Son Plumbing
- Mirak Hyundai

What was their level of interest or concerns?

EVERYDAY SOUNDS AND NOISES MEASURED IN DECIBELS

Decibels



Unhealthy Sound Levels

Sounds are measured in decibel (dB) units, and the Environmental Protection Agency has determined the typical levels of everyday noise sources. People can hear a 0 dB sound such as a falling leaf. Household appliances reach about 70 dB. Two hours of listening to 95 dB—the noise of a motorcycle—may damage hearing. That can happen after just five minutes of noise between 105 and 110 dB, the sound of a loud radio or headphones.

Noise

Sounds louder than 70 decibels grade from generally annoying (*dark teal*) to harmful (*red*)

Hearing loss possible after two hours of exposure

Hearing loss possible in less than five minutes

Industrial = Quiet

Most newcomers see 15 Ryder Street as an eyesore.

Those that live here, see it differently.

We see predictably peaceful quiet nights and weekends.

We feel accountability from business owners and employees who interact with us every day.

A restaurant introduces a much different dynamic.



Commercial ban on gas-powered leaf blowers in effect; townwide ban in 2026

By YourArlington staff – Category: **Town news** – 📅 17 March 2025 – 🕒 Last Updated: 18 March 2025 – 👁 Hits: 454



As of March 15, the commercial ban on gas-powered leaf blowers is in effect in Arlington. This is the second time the town has implemented such a ban, as approved during the Select Board meeting on March 13, 2023.

Select Board members voted to approve the ban on gas-powered leaf blowers in March 2023. Now, commercial use is prohibited. According to the town's plan, the ban applies to all areas, including private residents, businesses, and public spaces.

Gas-powered leaf blowers are being phased out because of their negative environmental impact. They are criticized for their noise levels, which can create decibels above 80 dB.

Additionally, the engines release deadly pollutants into the atmosphere, including carbon monoxide and several other toxic gases. [Learn more here >>](#)

Residents who wish to report a violation of the bylaw are asked to contact the Town of Arlington Health at boh@town.arlington.ma.us.

View the complete bylaw the Select Board approved [here >>](#)

March 17, 2023: New town rules on gas-

Town Priority

We value quiet as a community, as evidenced by our ban on leaf-blowers. Yet our current bylaws are narrowly defined and don't provide an objective pathway to manage what's coming.

How are we to square this contradiction as even well-run breweries easily exceed acceptable noise levels on an average Saturday night?

- Ryder Street: **43**dB
- Medford Brewing: **65**dB outside / **83**dB inside
- Great American Beer Hall: **60**dB outside / **84**dB inside
- Cambridge Residential/Industrial Limits: **55**dB

Operating Hours

The Artemis quickly learned how important quiet hours are after experiencing too many late-night festivities on their roof deck.

"It should be noted that prior businesses where not operating late into the evening. The concern about noise is due to hours of operation and also delivery times which should not interfere with people having a neighborhood where noise is not interfering with sleep or appropriate peace and quiet. Our building has quiet hours which is very important to myself and other residents. Despite the area having an industrial purpose it is in a dense residential area. We all need to be good neighbors to each other for everyone to successful and happy with residing in this area as a business or resident."

– Nicole Green (Artemis Resident)

How many people partying did it take for an entire policy to be changed? How do we rationalize these contradicting rules and expectations?

While operating hours could be one way to control for noise, there may be others that align the incentives of ABC and abutters.





Automated Monitoring

It is standard practice to conduct a sound study to establish an objective baseline from which to measure going forward.

Longitudinal monitoring post-opening would also be recommended instead of relying on Police complaints, which are subjective and consume valuable resources.

Update Our Bylaw

We'd like the ARB to recommend to the Select Board to review our current bylaw as the limit of 85dB isn't geared to solve problems like these.

Massachusetts State Law sets a relative limit of 10dB over ambient, reinforcing the need for a longitudinal baseline measurement.

Communities like Cambridge have more thoughtful approaches that we should consider adopting such as Noise Control 8.16 - Residential in Industrial:

- 7am – 6pm: **65**dB
- 6pm – 7am: **55**dB





Mitigation Measures

The Great American Beer Hall is so loud one can't hear themselves think, let alone have a conversation with friends. A big part of this is that it is a steel echo chamber with no provisions for sound control.

Given that ABC is supposed to be a community-oriented space, what sound mitigation efforts has it explored to protect its patrons' ears (some of whom will be infants) and its neighbors' sanity?

A Considerate Culture

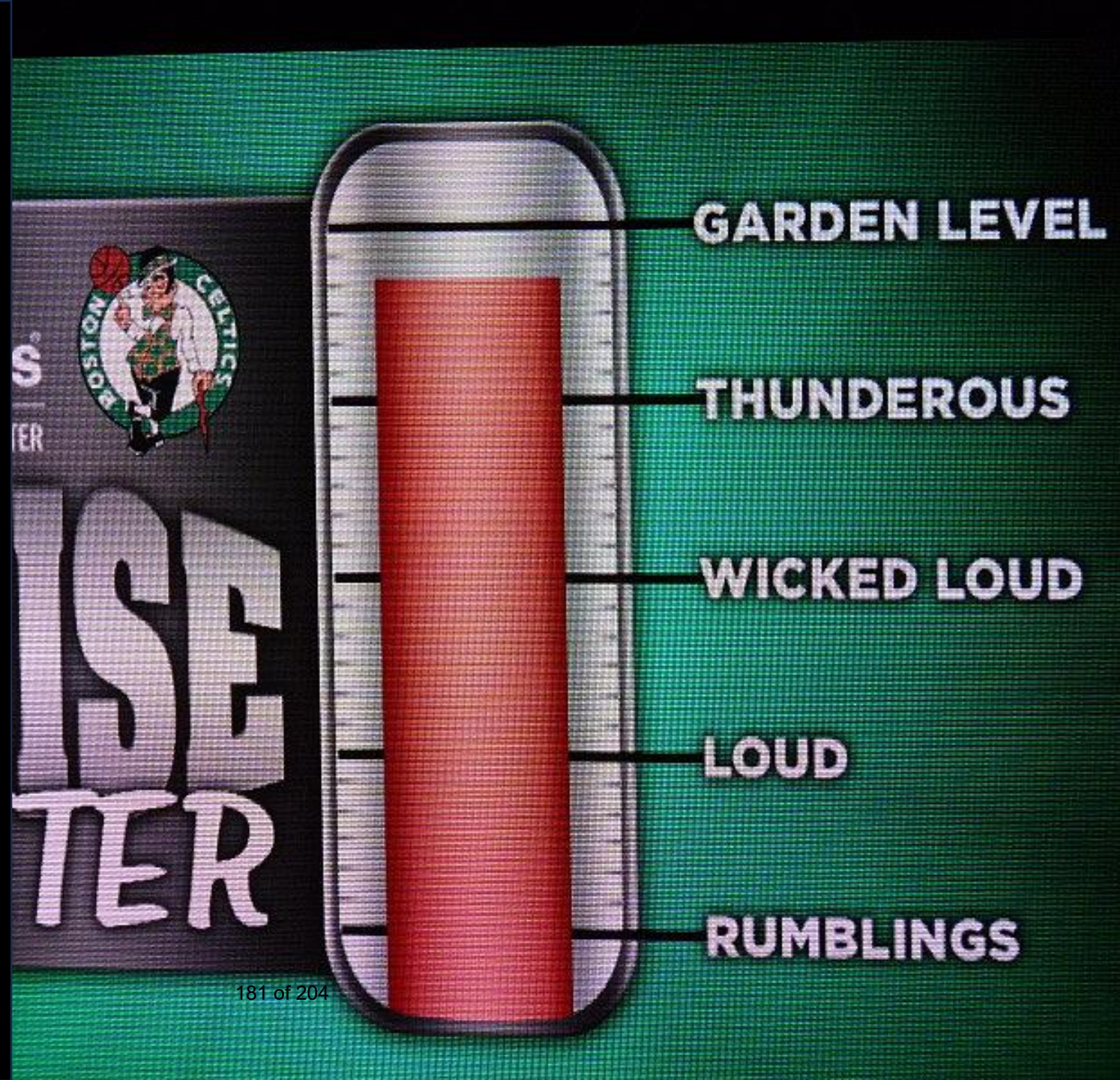
ABC appears to be positioning itself as a neighborhood pub. A place by the people for the people.

How wonderful would it be to create a keystone habit within the community to respect each other, including those living nearby.

Instead of imposing punitive curfews, could we incentivize patrons to truly care about being considerate stewards to everyone as they arrive/depart the brewery.

Building a fun-quirky habit into the fabric of the brewery, such as quiet hours, is just one way to reinforce this “we are part of something bigger” community.

½ off apps if we keep it quiet





Bathrooms

Bathroom Design

In speaking with a seasoned brewery manager, they strongly suggested building twice the number of bathrooms required by code and making them gender neutral, to optimize flow and avoid backups.

NightShift's Lovejoy Wharf design has been referenced as particular effective.

One suggestion would be to consider a shared sink arrangement, allowing more private bathroom stalls in same footprint, like Pressed Café in Chelmsford.

Lewd Behavior

Residents have observed several instances of individuals urinating in the Mill Stream.

We hope that impatient patrons do not resort to this approach when nature calls.





Lighting

Outdoor Lighting

Renters in Artemis will be particularly vulnerable to Beer Garden lighting.

Instead of using traditional string lights which are indiscriminate and omni-directional, downward facing lamps could limit exposure to those residents and also provide a more intimate glow reminiscent of European beer garden.



Operational Accountability

Broken Promises

Over the past three years, our community has been getting the run-around.

Despite investing hundreds of hours advocating for some basic public safety infrastructure as part of the 1165 development, our concerns have been largely ignored or dismissed by the property management company of this 40B development and at times the town:

- 3.4% Resolved
- 10.3% Awaiting Response
- 25.9% Technically Answered but No Meaningful Resolution
- 60.4% No Response

Running any business is hard. Starting a restaurant is especially hard. Expecting Tom to find effective solutions to chronic issues, or new ones, is unrealistic without an accountability mechanism.

155

Complaints and Counting



Balanced Dialogue

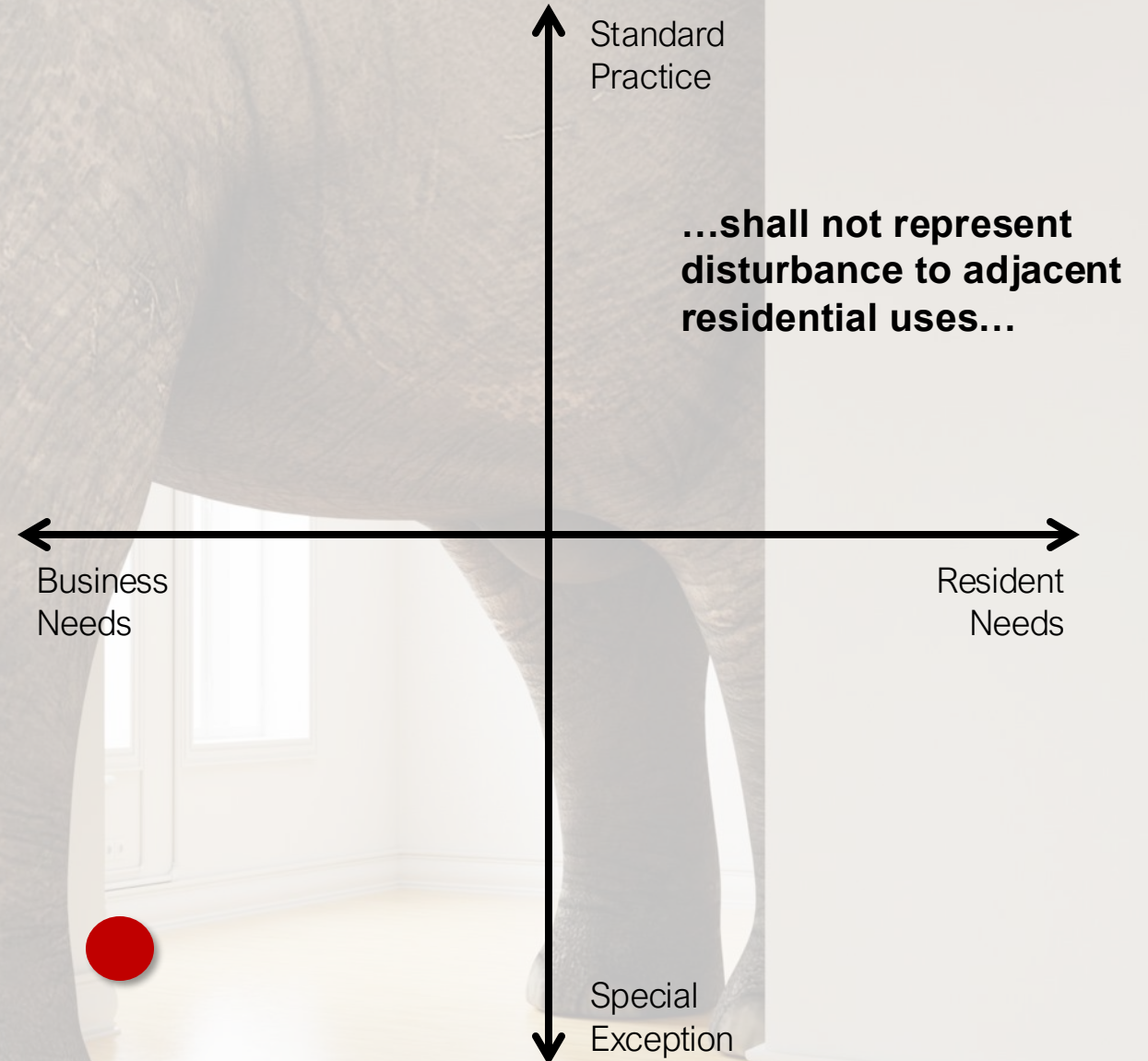
We've never done this as a community and our regulations and bylaw's cannot anticipate all that is coming our way. Without recognition of the burdens, both known and unforeseen, a balanced solution will never be achieved.

Business Accommodations

- Commercial use case in industrial zone
- 17 Parking spots for occupancy of 200+
- 7-nights/week in dense residential neighborhood
- Located on a private way
- Arlington's first brewery
- ...

Resident Protections

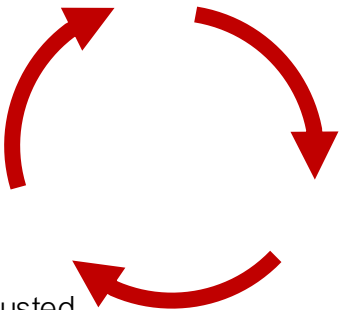
- Noise: No mitigation plan
- Parking: No enforcement plan
- Traffic: No study, nor traffic calming or flow improvements proposed
- ...



Accountability Mechanism

Tracking & Transparency

Residents will take it upon themselves to self-organize and create a centralized consistent way to track issues, both anticipated and unexpected.



Incentives

To incentivize performance the following approvals may be adjusted on an on-going basis:

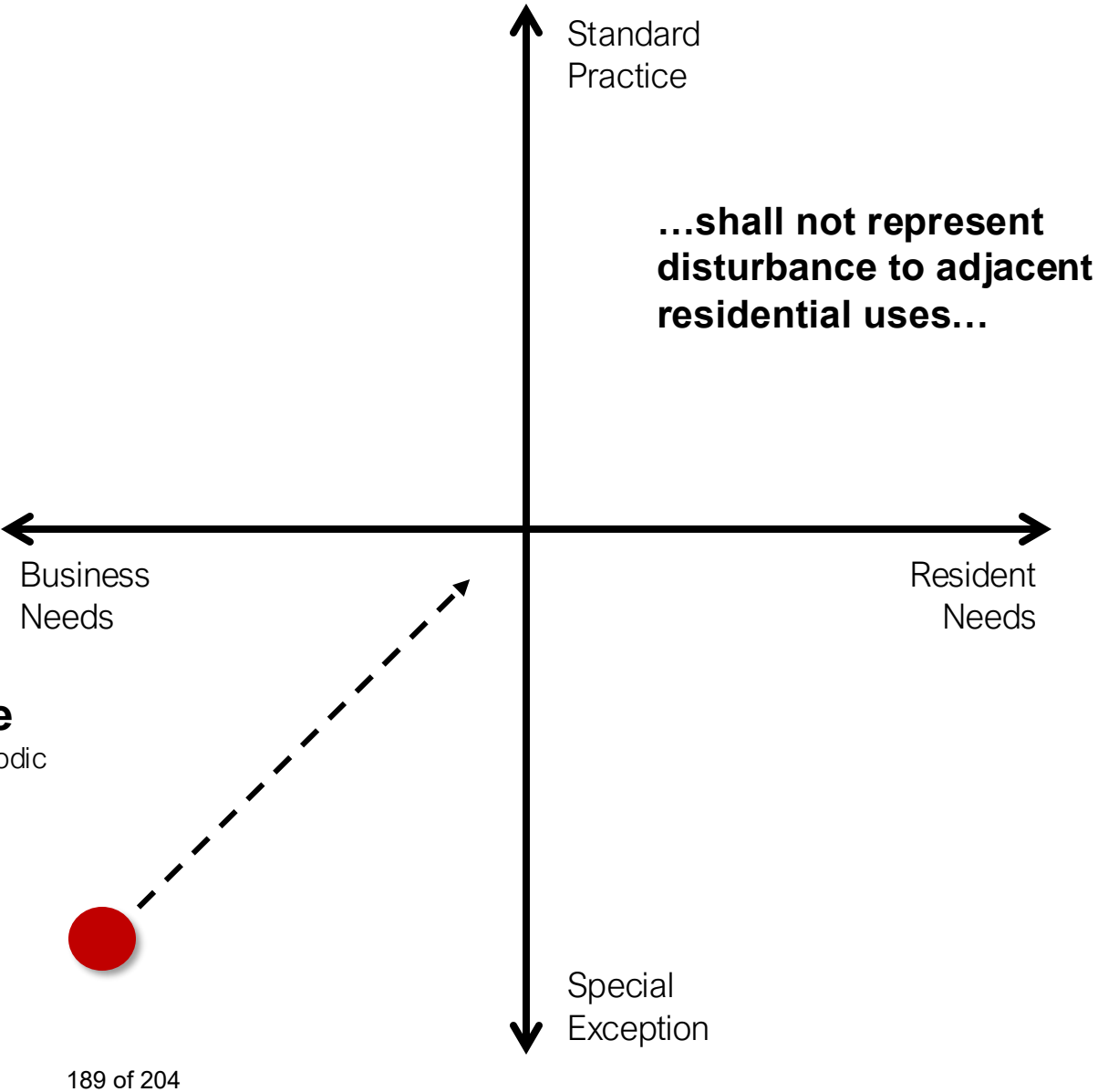
- Capacity
- Operating Hours
- License

Collaboration Cadence

Commit to coming together on a periodic basis to discuss performance on key criteria:

Suggested participants include:

- Select Board
- Public Health Department
- Arlington Brewing Company
- Landlord
- Residents



*"There is no power for change
greater than a community
discovering what it cares about."*

- Margaret J. Wheatley.

October 8, 2024

Tom and Peter,

Congratulations on your exciting news and welcome to our quirky neighborhood. Pouring your heart and soul into a local business such as this is a noble endeavor, and securing your first physical home must be a huge step forward, not only for your company but for you as individuals as well.

Having lived on Ryder Street for a collective 25+ years, we've long imagined the potential of this neighborhood as you have, with its proximity to the bike trail, public transit and the Ed Burns fields, playground, trails and rink. Like anything undergoing change, that transformation comes with its fair share of growing pains and hard-fought learnings.

This is why we very much appreciate you reaching out before breaking ground as our community has a great deal of experience and learnings to share with you, so that you can avoid some of the missteps we've encountered along the way, giving your business the best shot at creating a long-lasting flagship location.

While the topics below aren't exhaustive, they provide an overview of what's on our minds as abutters as well as some loose ideas on how they might be approached in a more inclusive way moving forward. As with any healthy partnership, it begins with dialogue and we invite you to join us for a more in-depth review of some of these issues, perhaps over a glass of beer.

Pedestrian Safety

For the past 4-years, our neighborhood has been very focused on how to improve pedestrian safety. The reality is that our street is a very dangerous street to our most vulnerable users. It's design is more akin to a parking lot rather than a street, with no traffic controls that creates unpredictability for motorists and pedestrians alike. Unfortunately, it is also the primary path to the bike path for families to the south, and middle schoolers that live to the north.

This creates an incredibly dangerous situation, with toddlers on bikes, distracted middle schoolers and runners on their air pods running down the middle of the road while heavy machinery & trucks try to navigate double parked cars and passenger cars that are running late for work. For those that live here it is a constant source of anxiety as we have each witnessed several near misses, all of which are largely avoidable with better controls.

The introduction of a brewery itself would not necessarily make matters worse, but the inclusion of a tap room could heighten these long-standing issues. While we certainly expect drinking to be appropriately managed, there is no room for error on our street and even if patrons are below the legal limit, any level of impairment could be a recipe for disaster.

During the design of the 1165 development, we advocated strongly to begin addressing these issues, but unfortunately the situation has been made even worse.

- **Speed:** The repaving of the Ryder Street encouraged motorists to drive faster, while the proposed speed-table has been ineffective due to its non-standard approach and departure angles.
- **Sidewalk:** The lack of a ramp off the Ryder Street sidewalk has forced those with mobility impairments or strollers directly into the street to mix with vehicles instead of utilizing the sidewalk as was planned.

- **Traffic Flow:** The one-way and left-turn only signage for the 1165 driveway is lost in the visual clutter and often ignored creating unpredictable patterns for intersecting traffic with poor sightlines for drivers and pedestrians alike.
- **Way Finding:** There is no continuity to our street and it's very visually confusing to new drivers. Creating a way finding pattern to reduce distraction and aid new visitors to the right spot will be critical as it's often an afterthought and not something that Google Maps has figured out for our street.

What is encouraging, was that at the time of the 1165 Zoning Board Approval, the 15 Ryder Street property was not controlled by the developer, and an integrated pedestrian friendly plan could not be implemented. Now that the same developer owns both parcels, and the town owning the final section, the stars are starting to align on clearing a path to create a unified pedestrian path from Forest Street to the bike path, to the benefit of all.

Neighborhood Burden

The construction and operation of the 1165 site has also highlighted several anticipated and unexpected burdens onto the neighborhood. Finding sustainable solutions to the following will be critical in maintaining a healthy relationship between your business, your patrons and the immediate abutters.

- **Parking:** The hope is that your business will become wildly popular and attract patrons from Arlington and beyond. The challenge that we can already anticipate is where will those people park. We have experienced this already with the 1165 development, and despite assurances that residents would not be displaced and that the situation can be managed, our experience has been anything but. Understanding how demand for parking will be managed, including obvious wayfinding, and controlled for during normal business hours and peak event times is critical, and not leaning on neighbors to monitor/manage the situation.
 - **Hockey Nights:** While infrequent, we did want to put on your radar the chaos that is Arlington Hockey night. For a few nights during the tail-end of the high-school hockey season, Ryder Street becomes an impassible parking lot with close to a hundred cars double and triple parking over every available spot and even driving across the bike path.
- **Noise:** While construction was incredibly disruptive, the long-term operational noise is even more important to anticipate.
 - **Dock Hours:** The 3am garbage truck back-up beeps from 1165 have been incredibly disruptive to sleep schedules and something to avoid. Similarly, ensuring deliveries don't overlap with middle school commute times is essential to avoid dangerous situations. Establishing reasonable dock hours, such as 10am to 4pm would be a good starting point.
 - **Freight Broker:** Enforcing those dock hours is a different matter. If the 1165 development taught us anything it's that coordinating delivery times was near impossible task with multiple violations each week. In speaking with an experienced brewery manager (Craig Collins) who has operated breweries in dense neighborhoods, he strongly recommended hiring an experienced freight broker to communicate with drivers and manage delivery times. If you're interested, he has some recommendations you could start with, but avoiding those 4am deliveries, which are commonplace will help avoid dangerous situations and pissing everyone off in a 1/2-mile radius.
 - **Box Trucks:** In a related topic, deliveries via 53ft trailers are unsustainable as they tie up Ryder Street for hours on end and increase chance of traffic conflicts.

Ensuring your suppliers deliver via box truck or short trailers will ensure traffic flows more smoothly and safely.

- **Chillers:** Craig strongly suggested you position the chillers away from the residences as much as possible (toward the rink?) but that even then there is no way around it. In past experiences, his breweries have had to spend \$25k either installing sound barriers or relocating the chillers to address noise complaints, and he recommends specing a chiller that has a low noise rating and uses variable frequency drives on the compressor to mitigate noise.
- **Electric Forklifts:** Craig encourages you to get an electric forklift that is outdoor rated as well as an electric pallet jack as they are quiet and efficient, while propane forklifts are incredibly noisy. Brodie is a great forklift dealer nearby: <https://brodietoyotalift.com/>
- **Patrons & Live Music:** Understanding typical operating hours, and whether outdoor activities will be shifted indoors at a certain time would also be useful for preserving some level of calm evening routines. We understand people create noise and that can also be positive with a collective energy/vibrancy, but being able to rely on certain quiet hours would be helpful for those living their lives next door.
- **Indoor Noise:** Having just visited the Great American Beer hall in Medford, their lack of sound control seems like a miss as it was overwhelming, inhibiting conversation and damaging to young ears. Something to consider in your design as well as you're trying to create a family friendly environment.
- **Exterior Lighting:** While 120 new apartments of course create additional light pollution, it has actually been the sidewalk lights that have been most disruptive to our community. We would request the lighting be considerate and try to apply some of the DarkSky best practices so as to not disrupt abutters bedtime/sleep routines.
 - **Signage:** Ensuring your exterior lighting is non-offensive and on a timer is critical to avoid putting a spotlight marquee on any residents window.
- **Smoking:** The 1165 development has a property-level ban on smoking, which not only alienates many residents, but also displaces that burden of smoke and cigarette butts onto neighbors. With 11.6% of the US adult population being smokers, let's not seek to displace or single them out, but rather provide them with a respectful place for them to participate in this ritual. We would suggest creating a dedicated space between your facility and 1165 property for this community to practice their behavior safely, instead of ignoring and displacing the problem.
- **Smells:** Brewing is an intensive process and one that can in cases create a lingering odor. Similarly certain types of food preparation also create their own fragrance and as individuals that live 30ft from your front door understanding how smell is to be managed is important.
 - **Ventilation:** Craig said this is a constant issue with new breweries as they often don't anticipate how important it is to install proper ventilation and either get forced by OSHA (for hazardous CO2 and H2S buildup inside the building) or by the town (for nuisance smells) to retrofit later on. Putting the venting as high as possible to mitigate the smell is a good starting point but something to plan for from the get go to avoid those costly expenses down the road.
- **Pests:** Being near a source of water (Mill Stream) already invites rodents from large (raccoons) to small (mice & rats). Similarly the compost at the DPW and drop-bin has also contributed to

increased prevalence of rodents and with mitigation options being more limited with the ban on certain poisons, having a plan for controlling your food wastes will be essential as well.

- **Grain Pick-Up:** Craig suggested positioning trash dumpsters and spent grain to be stored as far from residences as possible and picked up in a timely manner. Spent grain attracts rats and other vermin like you wouldn't believe. His experience suggests that planning to have the spent grain picked up within a few hours of grain-out is critical, otherwise it will become a health problem VERY quickly, with health inspector, licensing, etc.
- **Guest Considerations:** Understanding your operating hours, capacity/crowd mitigation and bathrooms would also be important to understand. This is not only a public nuisance issue but a licensing issue. How rowdy patrons will be managed is very important for us to understand.
 - **Bathrooms:** Craig also strongly recommended installing double the minimum amount of bathrooms to avoid having patrons pee in the street. He also suggested making them gender neutral which has proven to be much more efficient. He said Night Shift's Lovejoy Wharf location is a great example of how to do bathrooms properly.

Community Enhancers

While most of this letter has been focused on controlling/minimizing the negatives, we do see opportunities to partner with your business and enhance our neighborhood as well. Here are some early thought starters in the spirit of collaboration:

- **Coffee Shop:** This side of Arlington is a Coffee desert and would welcome any opportunity to co-host a coffee shop and make use of the building in AM hours as well. Not sure if a local coffee company like Toasted Granola or Fazenda wants a satellite location but could be a draw and complimentary source of revenue.
- **Green Space:** We have long sought the opportunity to soften the feel of Ryder Street with planting and see an opportunity to turn the face of your 100ft façade into a warm and literal Beer Garden, inviting those passing by to opportunistically drop-in and become regulars. This doesn't have to be fancy, as Daddy Jones in Somerville was scrappy and built an incredibly inviting outdoor space, but an untapped opportunity for sure.
- **Local Art:** One unfortunate side-effect of addressing the lack of housing means that local artists get displaced which is exactly what happened with the 1165 Development. Given your commitment to community we see an opportunity to help local artists reclaim some space in the neighborhood by displaying their art in your beer garden or even painting a mural on your 100ft façade could re-ignite local creativity and be a wonderful gesture to the community.
- **Lalicata Lager:** While Ryder Street has always had its challenges, one constant has been the stewardship by Guy and Bobby Lalicata. Guy and Bobby ran the landscaping supply business at the end of the street and were the mayors of Ryder Street, looking out for neighbors and going the extra mile. While I'm not sure they would enjoy a lager, as Bobby is more of a Bud Light guy (Bobby Lite?) and Guy is a Chianti enthusiast, but it would be a way to tie in the old with the new.
- **PorchFest:** Being centrally located and right off the bike path it seems like your business could be an anchor site for this activity moving forward.
- **Indoor/Outdoor Movie Nights/Sports:** With Olympics winding down and World Cup coming up, would love to consider how the space might support those types of events indoors and out.

- **FoodTrucks:** Obvi. Finding a prominent home for them near the front door or along Ryder Street would be inviting and increase vibrance of street.
- **Bike Parking:** Giving bikes (and strollers) the most convenient parking along the front would emphasize the importance of safety and sustainability.

Suggested Next Steps:

1. **Consultant:** Reaching out to someone with experience setting up new breweries and successfully integrating them into the fabric of a neighborhood would be incredibly useful, avoiding friction and saving you cost in the long run. Craig, who provided many of the suggestions above, may be a good starting point in such a search.
 - a. Craig Collins: 617.963.9669 | call.in.collins.consulting@gmail.com
2. **Traffic Needs Assessment:** Invite John Alessi, Arlington's Sr. Transportation Planner, to Ryder Street for a walking tour of Ryder and gain his insights and suggestions on how to introduce better traffic calming measures on Ryder to be used as inputs for your design and build-out process.
3. **Strategic Roadmap Design Charette:** Sit down with residents for an ideation session to map out 1, 5 & 10 year vision for Ryder Street to be used as inputs for the design process, and look at the shared space not just from our vantage points, but others as well.
4. **Operating Playbook:** Friction is inevitable but having a plan on how to adapt to things like noise & traffic as the business matures is essential. Giving you an opportunity to share more details about your plan to mitigate and actively manage the issues above (e.g. operating hours, capacity, etc) will help us anticipate some of these pain-points, but creating a clear channel for communication and remediation plan is more essential to manage it in a sustainable way for both sides.

While I'm sure every neighborhood feels like a snowflake, ours seems to be especially odd with its mix of users and proximity to so many shared resources. We look forward to coming together to maximize the positives, minimize the negatives, creating a wonderful little pocket for the community as individuals and as a whole.

Sincerely,

Alex Tee
2 Ryder Street

Mariah Contreras
2 Ryder Street

Nicole Weber
14 Ryder Street

From: DAVID TEE

Sent: Friday, March 21, 2025 2:55 PM

To: Alex Tee; Claire Ricker

Subject: Ryder/ABC

I am a retired 77 year old physician who grew up in Arlington, went to AHS and returned to live here 44 years ago. I remember when the town had total restrictions on the sale or service of alcohol making it somewhat of a pariah for the development of restaurants which located in other communities without such restrictions. Over the last decades we have become much more welcoming to food and beverage enterprises. Now Arlington Brewing Company plans to open a brewery and restaurant with beer service in the community of Ryder Street. My nephew is an engineer at #2 Ryder who has developed his property to enjoy the outdoor space literally over Mill Brook. He and his neighbors are concerned that before the brewery is given the green light for proceeding, functionally viable and operational mechanisms be firmly established regarding traffic, parking, road conditions, lighting and the impact of the brewery operations itself. I drove down Beck Street today at noon and found cars parked the full length of Ryder. Many people are enthusiastic about this project that hopefully will bring us a special venue; nevertheless as a long time resident I ask you to do due diligence in making certain that needed mitigations be done before the ABC becomes a fixed reality on Ryder. Thank you for your consideration of my views.

Sincerely,

David F. Tee, M. D.

41 Jason Street

Arlington, Massachusetts.

From: Andy Anway
Sent: Monday, March 24, 2025 2:50 PM
To: Claire Ricker
Subject: ABC Application

Dear Ms. Cricker -

I have recently been made aware of the Ryder Street neighborhood concerns regarding the ARB application for the Arlington Brewing Company. As I understand it, the neighbors are not opposed to the ABC project per se, provided parking, noise, safety and oversight concerns are addressed. The concerns seem reasonable and well documented, but solutions seem achievable as well. I want to add my support for the neighborhood concerns in the hope that the ARB can ensure these concerns are addressed. It seems only then can the project be successful for everyone.

Sincerely,

Andrew Anway
57 Gray Street

From: Rachel Dunham
Sent: Monday, March 24, 2025 9:18 AM
To: Claire Ricker
Subject: Support of Arlington Brewing Company

Dear Arlington Redevelopment Board,

I am writing in support of Arlington Brewing Company opening a tap room on Ryder Street. Arlington has been craving a business like this and it will be a great place for the community to gather. I find the location to be ideal - in a place fairly central to town and directly off the bike path allowing many to arrive there by foot and bicycle. I look forward to frequenting the brewery with family and friends should it pass.

Thank you,

Rachel Dunham
166 Washington St.

From: Roc Hargrove
Sent: Monday, March 24, 2025 11:08 AM
To: Claire Ricker
Subject: Support of Arlington Brewing Company

Dear ARB Members,

I'm writing to voice my strong support for Arlington Brewing Company's application currently under review. Their team has shown a clear commitment to building something that adds to the fabric of the Arlington community — a local gathering place centered around craft, hospitality, and connection.

Their plans reflect thoughtful design and respect for the town's character. I believe this project will enhance the neighborhood and provide a much-needed space for residents to come together.

Thank you for your consideration.

Best regards,
Roc Hargrove
19 Chatham St, Arlington, MA 02474

From: Lori Hennelly
Sent: Monday, March 24, 2025 10:02 AM
To: Claire Ricker
Subject: ABC Brewery

To Whom It May Concern,

I am writing to offer my support for the ABC Brewery . Arlington is an active and engaged community but lacks larger spaces to get together with friends and family and socialize. This would be a great opportunity for residents to enjoy more of this community. Residents have shown consistent support for ABC through the last few years at temporary locations. Additionally it is more tax revenue for the town.

Please support a permanent spot for ABC in Arlington.

Thank you, Lori Hennelly

From: Chris Ladd
Sent: Monday, March 24, 2025 12:11 PM
To: Claire Ricker
Subject: RE: Arlington Brewing Company

Hi Claire,

I just wanted to send a note of support for the plans by Arlington Brewing Company to create a permanent location at 15 Rider St.

As a resident of the neighborhood, I share some of the concerns voiced by others, specifically regarding noise and transportation. But, watching ABC's community involvement over the past year and knowing Tom as a fellow parent and neighbor, I have no doubt that ABC will continue to be a positive addition to our community.

I think the brewery and beer garden would make an excellent addition to Arlington Heights.

Best,
Chris Ladd
80 Westminster Ave.

From: Jon Tee
Sent: Monday, March 24, 2025 2:06 PM
To: Claire Ricker
Subject: Arlington Brewing Company Neighborhood Concern

Dear Members of the Redevelopment Board,

I am writing to you today to advocate for the well-being of residents concerning the proposed development at [Location of proposed development]. While I acknowledge the potential benefits a new business could bring to Arlington, I urge you to prioritize the needs and concerns of the residents who will be most directly impacted.

My friend's letter effectively highlights the potential negative impacts of this project, and I believe their points deserve serious consideration. As my friend states, "Inserting a primarily commercial use case into the middle of a dense residential neighborhood poses challenges". Approving the proposal without addressing these challenges would be a disservice to the community.

It is crucial to recognize that the desire for a "fun beer-hall" atmosphere should not overshadow the importance of maintaining the quality of life for residents. Many of them would not accept such a disruptive establishment in their own backyards, and it is unfair to expect those living near the proposed site to do so.

I ask the Board to carefully consider the potential for increased traffic and congestion, parking issues, noise pollution, light pollution, and other disturbances that could significantly impact the daily lives of residents. My friend's letter provides thoughtful, actionable solutions to mitigate these issues and demonstrates that a balanced solution is possible.

I urge you to ensure that resident well-being is given the same weight as the potential benefits to businesses and the community. Please make certain that any approval is conditional upon the implementation of robust measures to address the valid concerns raised by residents.

Thank you for your time and consideration of this important matter.

Sincerely,

Jon

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www.jteefilms.com

323 240 3635

From: Paul Kent

Sent: Friday, March 14, 2025 3:48 PM

To: Claire Ricker; Sarah Suarez; Rachel Zsembery; Eugene Benson; Stephen Revilak; Kin Lau; Shaina Korman-Houston

Subject: Proposed change to B1 zoned parcels 9 Court St.

Dear Claire, Sarah and members of the Redevelopment Board,

Regarding the upcoming hearing on the proposed change to the bylaw for B1 zoned parcels, I'd like to request that my property be included in the change to B2A zoning. I would ask that my parcel at 9 Court Street be zoned for the highest potential use.

Thanks, and I hope to attend the hearing on March 24th.

Paul



Paul Kent, CPCU, ARM, AAI, LIA
Unit Leader
CA License # 0G76082

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www.worldinsurance.com

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From: Paul Selker
Sent: Thursday, March 20, 2025 11:22 AM
To: Claire Ricker; Rachel Zsembery
Subject: ARB public comment re B1-B2A rezoning

Paul Selker here from 24 Central Street. Just wanted to say that as someone who lives only a few houses down from multiple properties to be rezoned under Articles 32 and 33, that I support the upzoning. B2A is much more appropriate to the locations near me than B1, which are centered around Mass Ave. I hope this upzoning will continue to drive more vibrant commercial in the area and add'l housing.

That said, the dimensional requirements of B2A are still strict enough that it may prove difficult to realize the full potential of the zoning on some of the small lots nearby - I hope the ARB will continue to look at that issue going forward with an eye to loosening some of these requirements. (And for what it's worth, many of the preexisting historic -district buildings that surround us certainly don't conform to the dimensional requirements anyway!)

Paul.